

Yörk and Opdam, he was promoted to the Warpight, a third rate of sixty-four guns, in which he also had an opportunity, which he did not neglect, of signalizing himself during the two actions, fought in that year, between the English and Dutch fleets. In December 1666, captain Robinson was sent commodore of a squadron of six sail*, to convoy the fleet home from Gottenburgh. On the 25th they fell in with a squadron of five Dutch men of war, of which three†, including the admiral, were, after a short action, taken. In 1668 he was removed into the Ruby; and, on the 21st of August, 1670, was appointed to the Greenwich, as commodore of a convoy bound to the Streights. Through his very extraordinary care a numerous fleet was conducted, in safety, through the most tempestuous weather and repeated storms. On his return from the Streights he was, in 1672, again appointed to the Warpight; early in the ensuing year to the Monmouth; and, on the 9th of February, 1673-4, to the Diamond. A little before this time‡ he received the honour of knighthood, in consideration, as it is expressly said in the notification of it, of the many good services done by him. It is most probable, that from the time of his quitting the Warpight, he was employed in the Mediterranean service, where the peaceable disposition of the piratical states, *at that time*, has prevented any occurrence, worthy of notice, from being transmitted to us. This conjecture is founded on the circumstance, of no notice being taken, in such documents as we have been able to procure, either of himself, or the several ships it is known he commanded during the second Dutch war, and for some years afterwards. In 1674 he was appointed to the Royal Oak; but still we continue in the dark as to the particular service in which he was engaged. On the 17th of April, 1676, he was appointed by Charles the Second, who, since the retirement of the duke of York, in 1673, had assumed to himself the management of the

* The Warpight, the Jersey, the Diamond, the St. Patrick, the Nightingale, and the Oxford.

† These were the Clean Hardeer of thirty-eight guns, the Leyden, and the yacht Eeles of thirty-six guns each.

‡ On the 12th of December.

navy, to command the Assurance frigate, and sent on the Mediterranean service. Hostilities being commenced against the Algerines, he had the good fortune to fall in with, and capture one of their principal corsairs, mounting twenty-two guns, in the month of August, 1677. Returning from the Mediterranean at the end of the year, he was, on the 7th of January, 1677-8, removed into the Harwich; and, on the prospect of a rupture with France, was, in the summer following, sent commodore of a squadron, consisting of ten sail, to cruize at the entrance of the Channel, and watch the motions of the French fleet at Brest, as well as to restrain the probable depredations of the Algerines, who, at this time, rose into such insolence, as to send their corsairs even into the English Channel. On the 3d of January, 1679, he was appointed to the Foresight; and on the 15th of May, 1680, to the Assistance. He sailed on the 24th of June as commodore of a squadron bound to Newfoundland. This is the last service we find him engaged in.

SMITH, James,—commanded the Newcastle in 1661, the Ann in 1662, and the Essex in 1663, all in the time of profound peace, so that we can only regret we have nothing memorable to relate of him.

SMITH, Thomas,—commanded the Welcome in 1661, and the Madras in 1665.

SPARROW, Francis,—commanded the Swallow ketch in 1661: his name not occurring again we are in the same predicament with him that we are with the two former gentlemen.

SPRAGGE, Sir Edward.—There is scarcely any thing more grievous to the enquiring mind than not being able to trace, with certainty, the early transactions of a man, who, rising into years and public fame, hath erected himself into a meteor to be gazed at for a time, leaving us incapable of ascertaining the quarter, or first cause from which it sprung. The first knowledge, either public or private, we have been able to acquire, relative to captain Spragge, is, that in the year 1661 he commanded the Portland; in 1664 he was made captain of the Dover; and afterwards, in the same year, of the Lyon. At the commencement of the Dutch war, in 1665, he was appointed to the Royal James; and was, in a short time,

removed from thence into the Triumph. His behaviour in the engagement between the duke of York and Opdam, taught the world, on every future occasion of the same kind, to look up to and admire that gallantry it expected, and was ever gratified in beholding, without once experiencing the smallest disappointment. His very conspicuous behaviour procured him the honour of knighthood from king Charles, at the same time * that he conferred it on admiral Allen. Early in the ensuing spring, 1666, he was made commander of the Dreadnought, and appointed to serve as rear-admiral of the white. As he was in prince Rupert's division, which failed to the westward in expectation of meeting the French fleet coming up Channel for the purpose of joining the Dutch, he had no share in the three first day's action of the long engagement between De Ruyter and the duke of Albemarle; but on the fourth, the junction having taken place between prince Rupert and the duke, he amply compensated for his former absence, inasmuch that, removing into the Victory, he was promoted, by the joint admirals, to serve as vice-admiral of the blue, a worthy successor to the brave and ever to be lamented sir William Berkeley. In the ensuing engagement the blue squadron, in which he served, was the weakest in the English fleet, while Van Tromp's, to which it was opposed, was the strongest in that of the enemy. To have maintained its ground, or have acted merely on the defensive, would, considering the inequality of force, have been a conduct highly deserving praise; yet, combating with the odds it did, it compelled its enemy to owe that safety to its flight † which its own superior strength, aided by the acknowledged ability of its commander, could not procure for it. In 1667 sir Edward removed his flag into the Revenge, and commanded at Sheerness when it was attacked by the Dutch on the 10th of June. The place itself was almost inca-

* The 24th of June, 1665.

† "July the 26th.—At two this day, the wind veering round wellward to the N. E. the generals discovered Tromp, with the remainder of the Dutch, in the Offen, chased by the blue squadron, who had the wind."

Nar. of the late great Action at Sea.

pable of resistance, its whole defence consisting of a platform, on which were mounted fifteen iron guns, yet he continued, for a considerable time, to oppose near thirty men of war. And when, at last, the superiority of their force was such as to render all farther contest fruitless, he made good his retreat with the few brave men under his command, to oppose the enemy a second time, and with greater success than before. He retreated up the river; and taking post at the battery, at Sillingham, opposite Upnor castle, received the Dutch so warmly when they attempted to force their way up the river, on the 13th, that they were glad to retreat, with the loss of a considerable number of their men, the destruction of many of their long boats, and an infinite mischief done to their shipping, two of which, after running on shore, were burnt to prevent their falling into our hands. Not yet sufficiently chastised for their rashness, on the 23d of July they returned to the mouth of the Thames, and from thence sailed up to the Hope, where a small squadron lay that had just before been put under the orders of sir Edward. When they first made their appearance he unfortunately had not arrived to take the command. As an incontrovertible proof how much the absence of a single person may injure the nation whose battles he has undertaken to conduct, the only success the Dutch could, with any proper justice, claim during this expedition, so that it was not counterbalanced by their loss in acquiring it, was owing to this unlucky cause. On the following day the enemy began to retire; and sir Edward, who had now taken upon him the command, prepared to pursue with the utmost expedition. On the 25th, at day-light, it was discovered the enemy had dropt down nearly as low as the buoy of the Nore. Sir Edward having resolved to take every advantage of the tide, and drive down with the ebb, though it was then almost low water, was compelled, in consequence of the tide making up, to come to an anchor about five o'clock a little below lee. At one o'clock the flood being spent, the Dutch fleet again got under way: our squadron doing the same, and plying up to them with all the expedition in their power, a distant, and consequently indecisive action commenced, which continued, with little intermission, till sunset. In the account pub-

lished by authority, it is said, "in all this afternoon's service sir Edward gave them scarcely one gun in answer to the great firing they made, not being able to come up so near them as he desired, the enemy having the wind." On the 26th the Dutch wisely persevered in retiring whenever the tide permitted them; and sir J. Jordan, who arrived from Harwich with a reinforcement of twenty small frigates and fireships, having contrived, though with some difficulty, to pass the Dutch fleet, which lay between him, and sir Edward Spragge, the pursuit was continued with redoubled alacrity; but the wind suddenly rising both parties were obliged to come to anchor. On the 27th the Dutch got clear of the banks, sir Edward not having it in his power to close with them. Thus ended an expedition treacherously * planned, and ingloriously executed; an expedition from which so much advantage was expected by the enemy, and which, in the end, effected very little more injury to the English than what recoiled back on themselves. This was the concluding action of the war, for the same day that the account of sir Edward's success arrived in London, intelligence was received of the articles of peace having been signed at Breda. Sir Edward still continued in commission, being appointed commander-in-chief in the Downs, with permission to wear his flag at the main-top. He was soon afterwards appointed to serve, as vice-admiral, under sir Thomas Allen, to watch the motions of the French fleet. But the *Revenge*, on board which ship he had hoisted his flag, having sprung a dangerous leak, she was obliged to be taken into dock to be repaired, so that he did not rejoin the fleet till the latter end of June.

* The Dutch were enabled to carry it into execution by assuring the British court of the sincerity of their wishes for peace. Charles the Second, whose finances were, from his extravagance in other respects, in rather a desperate situation, was glad to deceive himself into the idea of no further hostilities being menaced by the Dutch, merely because he wished to save the expence of fitting out a fleet sufficient to render their menaces fruitless. The Dutch were vain enough to wave every solid advantage they might have reaped, from the superiority of their naval force in actual equipment, for the paltry gratification of insulting us by burning a few unarmed ships in the river Medway.

The business with France being settled very soon afterwards, sir Edward quitted that employment, in which he had rendered himself so conspicuous, to enter upon an occupation in which he must exchange gallantry for affability, and the requisites of an hero for the talents of a courtier. No man appears to have been better qualified than himself for the multifarious character of a soldier, a statesman, or an ambassador. Campbell very elegantly and classically compares him to Alcibiades, who, in every office and station he appeared, so far excelled, as to seem born and designed for that alone; and farther adduces, which is perhaps the greater compliment of the two, from the testimony of all historians who have described him, that in his manners he greatly resembled the earl of Sandwich, and, like him, concealed an high and daring spirit, under the most captivating address and polished behaviour. The choice made of him as a complimentary envoy to the constable of Castile, lately appointed governor of the Spanish Netherlands, may therefore fairly be considered as wise a measure, as was the appointment of the earl of Sandwich*, to whom he has been with so much justice compared, to be ambassador to the king of Spain. Sir Edward arrived at Brussels about Christmas 1668-9; and having executed his commission with the utmost address, ability, and dispatch, returned to England the latter end of January. Not long afterwards he was appointed to serve as vice-admiral of the fleet destined for the Mediterranean service, under sir Thomas Allen; he hoisted his flag on board his old ship, the *Revenge*. On the 19th of July, 1670, he had the good fortune to

* The success of whose negotiation has been already seen.

† While in this command he had the good fortune to rescue an homeward-bound fleet of merchant ships from the Turkish Corsairs, as appears by the following letter.

“ Plymouth, Jan. 26, 1669-70.—Yesterday and this day about 40 sail of merchant ships put into this port from New England, the Straights, and several parts of Spain and Portugal, being part of a fleet of 100 sail, which, for these three weeks, have been beating up and down the mouth of the Channel, the rest are supposed to have put in at Falmouth. They tell us that, off the Cape, nine Turkish men of war gave them chase for some time; but sir Edward Spragge having the guard of that station, came in to their rescue with three frigates, and a Dutch man of war of between forty and fifty guns, and bearing up to the Turks, forced them from the chase.”

rescue a Swedish merchant ship; and again, on the 5th of August, an English ship, from the Turks. The gallantry exhibited by the masters of those vessels was such, as to compel us to lament the narrow limits of our present undertaking, which do not permit us (for the honour of those hitherto unnoticed persons) to go into a detail of the circumstances attending their bravery and escape. Sir Thomas Allen returning from the Sireights in November, 1670, sir Edward was left in the Mediterranean commander-in-chief. On the 14th of December following, having the *Little Victory*, a fireship, in company, he discovered, when about fourteen leagues distant from Cape Firminteer, that bearing from him E. N. E. three sail, two of which were Turkish men of war*. Having used every artifice to disguise his ship, and pass her upon the enemy for a merchant vessel, they were for a considerable time deceived, and bore down upon him with the greatest resolution: but at length, when their nearer approach discovered to them their mistake, they were then more eager in flight, than they had been just before in pursuit. In vain did sir Edward follow them through the rest of that day †, and the two which succeeded it; but on the third, having driven the ship he was in chase of on shore, she was boarded, taken possession of, and, by using timely precautions, got off unhurt. This exploit would not, perhaps, have merited so particular an account, but that it affords so strong an instance of perseverance, a quality in a commander, when not degenerating into obstinacy, scarcely less commendable than the most active intrepidity. Towards the latter end of April, having received intelligence of a number of Algerine corsairs laying in Bugia bay, it was determined, in a council of war, called by sir Edward on the occasion, to lose not a moment in attacking them. The hour of the enemies destruction was however deferred for a short time, first, in consequence of its falling dead calm at the very moment the attack was to have taken place, and afterwards because the wind was contrary, or at best too variable

* The third, a prize they had taken.

† Towards the close of which, the enemy, to render pursuit still more disadvantageous, parted company.

to warrant an attack. At length, on the night of the 2d of May, sir Edward resolved to make the attempt, with the boats of his squadron and the smallest of his fireships, but the darkness of the night, and too much precipitation, or some other accident on board the fireship, rendered the enterprize abortive, though most ably conducted by Mr. Nugent, sir Edward's first lieutenant, to almost the very point of execution. Tempestuous weather, and the careles destruction of the only small fireship remaining to sir Edward, occasioned a second attack to be deferred for some days. The loss of the fireship was almost irreparable, for that which he had still left, the *Little Victory*, drew so much water, that it was feared she would render but little service. The enemy having received a very considerable reinforcement of troops and ammunition on the 8th of May following, sir Edward thought it not expedient to defer the intended attack any longer, lest some further addition to their force, which he knew not how soon might arrive, might render such an attempt unadvisable, if not totally impracticable. The utmost precaution, as well as gallantry, was become necessary to render the attempt successful, for the Algerines, ever since the first attack, had laboured incessantly to secure their vessels, which they purposely unrigged, by a strong boom made of their yards, topmasts, and cables, and buoyed up by casks. The long continuance of contrary winds and tempestuous weather had, by delaying sir Edward's operations, afforded them all the time they could desire to put themselves into the most perfect state of defence. About noon sir Edward made the signal to attack, encouraged to it by a fine easterly breeze: but on its dying away soon afterwards, even before the ships could get under weigh, they were once more obliged to desist: however, at two in the afternoon, on its again springing up, the attack commenced in earnest. Sir Edward brought to close under the walls of the castle, which fired incessantly upon him for the space of two hours. During this time the boats of the fleet* were employed in cutting

* The very conspicuous gallantry exhibited on this occasion by the captains Harman, Pearce, and Pinn, at this time lieutenants commanding the boats, is recorded in the *Memoirs* of those gentlemen.

the boom, and clearing a passage for the fireship. When this service was effected she was sent in; and being conducted in a masterly manner, realized every hope the most sanguine expectation could have formed: the whole Algerine fleet, consisting of seven men of war, and three prizes, which they had taken, were burnt. Campbell very justly observes, "this loss was almost an irreparable one to the Algerines, inasmuch as the ships which were destroyed were picked out from their whole force, for the express purpose of fighting sir Edward. They were equipped as well in respect to men, as ordnance*, and other military stores, with the greatest care and most considerable expence: above all, they were commanded by old Terkey, an officer whom they had ever considered the most able and gallant in their service†. This important exploit was achieved with the loss of only seventeen men killed and forty-one wounded, a convincing proof that gallantry, and the success attached to it, carry with them less real danger than timidity may be able to persuade itself. The service on which sir Edward was sent being thus most successfully executed, and the peace being, in consequence, concluded in the month of December following, he returned to England‡, having shifted his flag to the *Rupert*, in March 1671-2, to encounter a new war, on the moment hostilities were commenced with the Dutch. It could not be supposed § an officer of his distinguished abilities and character, would have wished to

* Which were all of them brass.

† The ships destroyed were, the *White Horse*, the *Orange Tree*, and *Three Cypress Trees*, of thirty-four guns each; the *Three Half Moons* of twenty-eight, the *Pearl* of twenty-six, and the *Golden Crown* and *Half Moon* of twenty-four.—The destruction of these vessels so terrified the Turks, and put them into such confusion and disorder, that they struck off the head of their Dey, and set up another, whom they obliged to come to an agreement with our admiral, and a peace was concluded accordingly.—Lediard, and sir E. Spragge's Letters, dated September the 30th.—Gaz. No. 627.

‡ "Whitehall, March 18. Here is arrived sir Edward Spragge, late admiral of his majesty's fleet in the Mediterranean, having been received by his majesty with particular marks of his grace and favour, for the happy services done his majesty in the late expedition to the Mediterranean, and the effecting to honourable and advantageous a peace with those of Algiers."

§ Vide the Life of Sir R. Holmes, p. 19.

retire in the hour of public warfare. He was appointed to serve in his old station of vice-admiral of the blue squadron. To him the duke of York confided the trust of equipping the fleet * and arranging every thing that was necessary for its future service. But his extensive abilities, and the favour of princes, which are generally the consequence of them, are the usual, though most unnatural parents of envy, and malicious aspersions. There are not wanting those who have seized on this opportunity, among others equally trivial, to charge the gallant admiral with being a Papist, as though, because of the duke of York's attachment to him, religious principles were as easily transferred and imbibed as an infectious distemper. The fallacy of the charge we shall presently have the opportunity of proving. Without farther digression, sir Edward was so active in these the civil duties of his office, that the fleet was ready for service by the latter end of April. In the beginning of May the duke of York took upon him the command, and, on the 3d of that month, sailed in order to form a junction with the count D'Estrees, and the French Squadron; that nation being then in alliance with us against the Dutch. On the 21st of the same month the united fleets got sight of the Dutch about eight leagues south east of the Gunfleet, but no engagement took place till the 28th, a day ever to be remembered as a remarkable epoch in the naval history of England; the battle of Solebay. To say that sir Edward Spragge, who had hoisted his flag as vice-admiral of the red, on board the *Loyal London*, distinguished himself in this action, would, after what mere justice has already compelled us to relate of him, appear like a faint and compulsive praise; while, to speak of him according to his real merit, would be only to reiterate phrases that have already been most worthily applied to him. The duke of York, after his own ship, the *Prince*, was disabled, and he had ineffectually endeavoured to re-enter the action, by hoisting his standard on board the *St. Michael*, shifted it, for the third time, into the *Loyal London*. In this ship he continued during the remainder of the

* He acted as commander-in-chief during the equipment of the fleet, and the absence of his royal highness.

engagement; and, through the spirited exertions of sir Edward, aided by a few commanders who were near him, De Ruyter was, after a contest of near two hours continuance, obliged to bear away; when sir Joseph Jordan's division, which was to windward of him, joining the duke, rendered the victory complete. Of the few ships taken and destroyed in this action * the largest was sunk by sir Edward. After the death of the earl of Sandwich sir Edward was appointed to succeed him as admiral of the blue squadron, but nothing memorable took place. Towards autumn he shifted his flag into the *Resolution*, and was sent, with a small squadron, to drive away the Dutch fishing buxles. He displayed on that service a moderation truly indicative of his own greatness of mind. The capture of a single vessel was fully sufficient to put to flight an enemy totally defenceless; and contented with shewing so ignoble a foe what his power was, he forebore any further exertion of it, than what he had already effected, by accepting one †, a tribute for the whole, and driving the rest back into their own ports. In the following spring he was again employed as admiral of the blue squadron. The reason given by Campbell for his appointment is singularly curious. "When the duke of York, (says he) by the passing of the Test Act, was obliged to part with his command, and the court, to gratify the desires of the nation, lay under an absolute necessity of making use of prince Rupert, they took care to secure the fleet notwithstanding, by employing on board such officers only as they could best, and he could least trust." The varied powers of language could not, probably, have produced an higher compliment, than in attributing sir Edward's appointment to this motive, inasmuch as if the suggestion is true, and there appears no reason to discredit it, the government must have esteemed him: we will not coldly say brave and honest, but pos-

* These were, the *Stevereen*, forty-eight guns, taken; the *Joshua*, fifty-two guns, sunk afterwards; one of fifty-four guns, sunk by the earl of Sandwich; one of sixty-six guns, sunk by sir Edward Spragge.

† Ext. of a letter from sir E. Spragge, dated *Resolution* off Yarmouth, Sept. 30, 1672. "Since my last I have taken ten doggers, one buxle (the vessel just mentioned) and a privateer of eight guns. I am using my best endeavours for the river, having cleared these seas of all fishermen, except our own."

fessed, as his natural and inherent qualities, of *every virtue* that could render a commander great, or human nature respectable. This appointment may also stand as a farther and most complete refutation of the charge made against him, of having been a Papist. Before he entered on this, alas! his last command, in which he hoisted his flag on board the Prince, he was sent ambassador to the court of France, to arrange the future plan of naval operations, and settle some punctilios relative to the service. As no particulars concerning this embassy were ever communicated to prince Rupert, it tended highly to widen a breach that subsisted between them, which originated in sir Edward's being appointed to serve with him instead of sir Robert Holmes, whom the prince had specially recommended. They both of them, however, possessed minds too great to suffer private animosities to influence their public conduct. Sir Edward regarding only his duty to his country, acted as though he had a name to erect: and the prince, seeming to forget the very cause of his dislike, withheld not that well deserved eulogium* which, in all probability, he would have more gladly bestowed on an officer who had been the object of his choice. The Dutch having, from the proximity of their own harbours, been enabled to refit their fleet, while that of the English was, from their want of that advantage, in the same shattered state to which the late engagement had reduced it, they resolved, with these odds in their favour, to hazard a second action. Accordingly, on the fourth of June, they bore down to our fleet, which was laying at anchor seven leagues from Oost Capell. Some authors, critics in naval discipline, have thought proper to blame sir Edward for going in his boat six miles, on board prince Rupert's ship, to receive his orders, just before the engagement commenced. But the fact

* Vide his letter to lord Arlington, published in the Gazette, No. 786, relative to the action of the 28th of May. "Sir Edward Spragge, on his side, maintained the fight with so much courage and resolution, that their whole body gave way."

"At length the furious attack made by sir Edward Spragge, seconded by the other squadrons, obliged the Dutch to retreat so far within their sands, that the English and French could not pursue them." *Ledgard.*

really

really is, that sir Edward had no idea the Dutch had any intention of fighting *. Others again have darkly insinuated suggestions to his disadvantage, because no notice is taken of him by prince Rupert in his account of the action. But it is very evident from other testimonies †, that in this contest, which scarcely deserved the name of a battle, sir Edward bore a most distinguished share, derogating not in the smallest degree from that noble spirit he had shewn on every former occasion. We are now come to the concluding scene of this great man's life. The English fleet being re-equipped, it stood over to the coast of Holland to seek the enemy, who appeared, on many opportunities fought by prince Rupert to engage them, as wishing to avoid the contest. At length, on the 11th of August, the long-expected decision took place. Sir Edward was, as tho' fate had determined their personal quarrel should be at length brought to an issue, again opposed to Van Tromp. These two competitors for fame, as they are justly called, were so intent on terminating, each by the destruction of his antagonist, their private animosity, that, intent only on action, they had fallen several leagues to leeward of their own fleets. In vain was one ship disabled while another remained in a condition to supply her place. The Royal Prince and the St.

* "Sir Edward Spragge, admiral of the English blue squadron, who had the van, not believing that the Dutch intended to fight, but only, as before, to change their road, made no great haste to bear up." *Life of De Ruyter.*

† "The two fleets for some time fought stoutly, especially where the earl of Ossory and sir Edward Spragge engaged, till the prince, finding the disadvantage of the wind, with the red and white squadrons stood away N. W. De Ruyter did the like, leaving Van Tromp, with the rest of the fleet, in a sharp conflict between Spragge and Ossory." *Life of De Ruyter.*

"The Dutch writers confess his bravery, and own he pushed them hard: and Tromp, in his letter to the states says, that he was forced to retreat a little before it was dark." *Campbell.*

"Spragge likewise encountered Van Tromp, ship to ship, but at some distance, for want of a wind: notwithstanding which he shot down his admiral's flag, and made a terrible slaughter among his men. This brave commander behaved himself upon other occasions likewise, during the engagement, with so much gallantry, and plied his broadsides with so much fury, as well as good management, on the enemies ships, that whole squadrons fled before him."—*Lediard.*

George,

George *, on the side of the English, remained melancholy examples of the horrors of war, and incontestible proofs of the spirit of her seamen, when headed by a commander they adored. On the side of the Dutch the Golden Lion and the Comet † exhibited the same scene. The St. George being rendered almost a wreck, sir Edward found it expedient to remove on board a third ship, the Royal Charles, a necessary perhaps, ‡ but a fatal resolution. His boat had not rowed ~~ten~~ times its own length from the St. George before it was pierced by a cannon shot: and, notwithstanding every possible exertion made by the crew, sir Edward was drowned ere they could again reach their own ship. It is related as an anecdote, that he took so strong an hold on the side of the boat, that when it came to float his head and shoulders were above water. As, according to common fame, there was a wonderful similarity between the characters of the great earl of Sandwich and sir Edward, so did it, abating a few circumstances, attend their fate. Gallant even to the last period of their existence, they *perished* pitied and lamented, alike by foes, as well as friends. To attempt any delineation of his character would be a useless repetition of what has been already feebly reported of him: we shall content ourselves with the following short account of his conduct and fate, taken from the Life of De Ruyter. "Sir Edward Spragge and Van Tromp, the two declared competitors and rivals for honour, with their squadrons, in the mean time persisted in action with such determinate resolution, that the Dutch avow the like never to have been seen; their own two ships having, without touching a sail, strangely endured the fury of full three hours incessant battery. But sir E. Spragge's ship, the Prince, having lost her masts, and being so fearfully torn as to be unfit for more service, with his flag displayed in his boat, he shifted aboard of the St. George: and finding her likewise disabled, as he was leaving her to get into the Royal

* The ships on board which sir Edward successively hoisted his flag.

† The ships in which Tromp fought.

‡ It is said sir Edward, when he received his appointment from the king, promised he would either bring him Van Tromp dead or alive, or lose his own life in the attempt; a promise he too faithfully kept.

Charles, a cruel shot sunk his boat, and left him helpless in the ocean, whose power being greater than that of Van Tromp, by his death chilled that heat of courage which Tromp could never have cooled above water." His death was bewailed by all, even by the Dutch themselves, who acknowledged him to have been a brave man, and a most valiant soldier.

STEPHENS, John,—commanded the *Chestnut* pink 1661.

TEATE, Richard,—was appointed to the *Elias* in 1661, the *Augustine* in 1663, and the *Friesland* fly-boat in 1665.

TERNE, Henry,—was appointed commander of the *Hampshire* in 1661, and the *Millford* and *Portsmouth* successively in 1663. He commanded the *Dreadnought* of fifty-eight guns in the great action with the Dutch in 1665; and, on account of the gallantry he there displayed, was promoted in the following year, 1666, to the *Triumph*, a second rate of seventy-two guns. In this ship he was unfortunately killed in the first action which took place with the Dutch in the month of June following.

TINKER, John,—commanded the *Convertine* in 1661. From this time to the year 1670 his name does not again occur. He was then appointed to the *London*, and very soon afterwards to the *St. Andrew*; after which he had no command.

UTBER, Richard,—descended from a very respectable family long settled at *Lowestoffe*, in *Suffolk*, commanded the *Montague* in 1661, the *Phenix* in 1663, and the *Essex* in 1664. At the commencement of the Dutch war in 1665, he was appointed to the *Rupert*. He behaved with the most conspicuous gallantry in the action with the Dutch, in the same year when *Opdam* was blown up, and the enemy totally defeated; as also in the first action in the following year, when the duke of *Albemarle*, with two divisions only of the fleet, withstood, for three days, the whole naval force of the *United Provinces*; and when joined by the white squadron, under prince *Rupert*, drove them backward, with ignominy, to their own coasts. In testimony of the high sense entertained of his bravery on these occasions he was, on the 12th of June, 1666, appointed to act as rear-admiral of the white squadron

squadron under Sir Thomas Allen. The eminent service rendered by that division of the fleet in particular*, during the second action with the Dutch fleet, has been already noticed in the life of Sir Thomas Allen. Suffice it therefore to say, *admiral* Utber's conduct and gallantry on that occasion, proved him to be, in every respect, worthy of the charge of supporting so able and brave a commander. In the month of December following he was dispatched, with a small squadron, to cruize in soundings, where he had the good fortune to fall in with and capture three large French merchant ships, laden with wine, and a Dutch ship, from Cadiz, mounting thirty-two guns. Lediard, whose authority, generally speaking, is strictly to be depended upon, says that the captain, (for it does not appear he ever had a regular appointment as an established admiral or flag officer, on his return from the Streights,) brought in with him seven Dutch ships richly laden: this information is confirmed in the Gazettes, No. 140 and 141, with the additional circumstance of an eighth which had been captured, being unfortunately run down at sea. No mention is made of captain Utber during the year 1667; but in the ensuing year we find him appointed to the Resolution, a new ship just launched. He did long enjoy this honour, as will appear from the following epitaph on a monument erected to his memory in the church of Lowelstosse:

Here lyeth the Body of Reere-admiral,
 RICHARD UTBER, Father of Capt. JOHN UTBER,
 Slaine at BERGEN.

Both born in this Town of LAISTOE,
 Who departed this Life the 18th of November, 1669.

WATHAM, Jonathan,—after having been appointed commander of the Nonfuch ketch in 1661, and the Francis and Sorlings progressively in 1664, appears to have retired from the service till 1672, in which year he served as lieutenant, first of the Victory, and afterwards of the Resolution. On the 6th of October in the follow-

* The Rupert, on board which ship the rear-admiral's flag was hoisted, was so much damaged as to be obliged to quit the line in order to rest.

ing year, he was appointed to the command of the Guernsey; on the 3d of November, 1674, to the Deptford ketch; and, on the 12th of April, 1678, to the Turkey Merchant, a man of war hired from the merchants. Nothing further is known of him.

WYARD, Robert,—is to be noticed only as having commanded the Paule, believed to be a fireship, in the year 1661.

WYE, Edward,—is in the same predicament, he being known only as having commanded the Assurance in the same year.

1662.

ALDERSEY, Joseph,—served as lieutenant of the Bredah in 1661, and in 1662 was appointed commander of the Mary yacht.

BERKELEY, Sir William,—was the noble, and very gallant descendant, of a most ancient and honourable family, lineally deduced from Robert Fitzharding, a personage of considerable eminence at the time of the conquest. Having betaken himself to the sea, he was appointed lieutenant of the Swiftsure in 1661; in 1662 he was removed into the Assistance; and a very short time afterwards, during the same year, was promoted to command the Bonadventure. In 1663 he was appointed to the Bristol, and in the ensuing year to the Resolution. All this happening in the time of peace, there was, as yet, no opportunity for his natural gallantry to expand itself, as it afterwards did so much to the credit of the British name, and so heroically to the reputation, though, alas! so fatally to the life of this great and truly brave man. In 1665 he was appointed to command the Swiftsure; and, notwithstanding his youth, he being at that time not more than twenty-six years old, was promoted to be rear-admiral of the red squadron, under the duke of York. On the return of the fleet into port, after the defeat of the Dutch, he was advanced to be vice-admiral of the white

white under sir William Penn; but no second action took place during the remainder of the year. In 1666, when the fleet was put under the command of prince Rupert and the duke of Albemarle, sir William went to sea as vice-admiral of the blue, and led the van of the fleet with his squadron. The separation of the white, under prince Rupert, from the blue and red squadrons, which remained with the duke of Albemarle, and the bloody and desperate conflict which took place in consequence of that fatal, though perhaps necessary and unavoidable plan of operations, is well known. Towards the conclusion of the first day's action sir William's ship, the *Swiftsure*, a second rate, being, with two others, cut off from our line, was, after being completely disabled, unfortunately taken. To aggravate the misfortune, as if the national distress would otherwise have been incomplete, and which was, indeed, a greater loss than that of the ship which he commanded: here fell the brave sir William Berkeley*. Adorned with every quality necessary to constitute an hero, he lived only to make known his rising virtues to the world, leaving it to mourn their absence, without even knowing their full extent. Every possible respect was paid to his memory by the Dutch, his body being embalmed and deposited in the chapel of the great church at the Hague, by order of the states. A special messenger was sent to England, to king Charles, requesting he would give the necessary orders for the disposal of it; a civility they professed to owe to his corpse, in respect of the quality of his person, the greatness of his command, and the high

* Nothing can be more honourable than the testimony of his valour given by the Dutch themselves. Lediard has the following note extracted from the Life of Van Tromp, which, as it contains a most particular account of the manner of sir William's death, its insertion here will, probably, not be thought an improper or impertinent act of plagiarism.

"Highly to be admired was the resolution of vice-admiral Berkeley, who, though cut off from the line, surrounded by his enemies, great numbers of his men killed, his ship disabled, and boarded on all sides, yet continued fighting, almost alone, killed several with his own hand, and would accept of no quarter, till, at length being shot in the throat with a musket ball, retired into the captain's cabin, where he was found dead, extended at his full length on a table, and almost covered with his own blood."

courage and valour he displayed in that action, in which he, as has been already related, unfortunately fell*.

BROOKES, Packington,—after having served as lieutenant of the Royal James and Royal Charles in 1661, was appointed captain of the Foresight in 1662; in 1664, of the Eagle; and, in a very short time afterwards, he was removed into his old ship, the Foresight. We have not been able to acquire any further information concerning him.

CONNINGSBY, Humphrey,—was lieutenant of the Assistance in 1660, and the St. George in the following year. In 1662 he was promoted to the command of the Sorlings; and, in 1663, was removed into the Guernsey. He was soon afterwards dismissed the service by command of the duke of York, at that time lord high admiral, but on what account does not appear.

EDWARDS, Peter,—commanded the Well dogger in 1662; in 1665 he served as lieutenant of the Constant Warwick. On the 3d of September, 1668, he was appointed lieutenant of the Defiance; and, in 1670, of the St. Andrew. In 1672 he was promoted to be commander of the Blessing smack. We are ignorant of any other particulars relative to him. *

HUBBARD, John,—commanded the Greyhound in 1662; in 1664 he was removed into the Matthias, and from thence, in 1666, into the Centurion. In the month of May, this ship being employed as a cruiser, he had the good fortune to re-capture a very valuable English merchant-ship that had been taken by the Dutch. He joined the fleet immediately after: and behaving very

* It has been a matter of doubt with some, whether this gentleman's name should be spelt Berkeley, Bartlett, or Barteley. This appears to have arisen from a misnomer on a picture of him painted by sir Peter Lely, and still preserved in Windsor castle. But after a long and tedious search in the Herald's college, we have at last been enabled to add the following authentic information, which totally removes every shadow of doubt.

Sir William Berkeley was the third son of sir Charles Berkeley of Bruton, created lord Fitzharding, and treasurer of the household to king Charles the Second. His mother was Penelope, daughter of sir William Godolphin, knight. Sir William was the brother of the brave Charles, earl of Palmorith, who was killed the year before in the action between the duke of York and Opdam. Sir William died unmarried.

gallantly in both the actions which took place this summer, he was appointed to succeed captain Beach, who was himself promoted on the same ground, in the command of the *Leopard*. In 1668, the war being then over, he was made captain successively of the *Old James* and *Victory*; and, in 1670, of the *Falcon*. He had no other command till the 18th of June 1690, when he was appointed captain of the *Bonadventure* of forty-eight guns. In 1693 he was sent with the *Mary* galley to convoy the fleet to Portugal; and, soon after his return, was appointed superintendent at Plymouth, an office since laid aside, probably at the conclusion of the war. As a reward for his past services, a pension of 250*l.* a year was settled on him for life. The time of his death is uncertain.

MOHUN, Robert,—was appointed lieutenant of the *Resolution* in 1660, and of the *Fairfax* in 1661. In the following year he was promoted to the command of the *Satisfaction*; in 1663 to that of the *Oxford*; and, in 1665, to the *Portsmouth*. Having eminently distinguished himself in the bloody and unfortunate action, which took place between the duke of Albemarle, and the Dutch, in the beginning of June, 1666, he was appointed, by the joint admirals, to the command of the *Dreadnought*. In this ship he had a very distinguished share in the second engagement in the same year, wherein the Dutch were totally defeated. Nothing further is known of him.

MYNGS, Sir Christopher.—The first information we have been able to acquire of this truly gallant gentleman is, that he was made commander of the *Centurion* in the year 1662. In 1664 he was, in rapid succession, captain of the *Gloucester*, the *Portland*, and the *Royal Oak*, and appointed vice-admiral of a fleet destined for the channel service, under the chief command of prince Rupert. In the following year, 1665, he hoisted his flag on board the *Triumph*, as vice-admiral of the white squadron. He served in this capacity during the engagement between the duke of York and the Dutch admiral Opdam; and, on the subsequent retirement of the duke of York, he was appointed to serve as vice-admiral of the blue*. When the fleet returned into port he shifted his flag into the

* The rank of squadrons not being settled permanently, in respect to precedence of command, as it is at present.

Fairfax; and a strong Squadron, of twenty-five sail, formed of the ships in best condition for service, was put under his command, during the winter, for the protection of our commerce, to which end his activity* did not a little contribute. The latter end of January he sailed for the Downs, and by that means entirely broke the measures concerted by the Dutch for the protection of their own trade, and the injury of ours. In the middle of February he went to the Elbe† for the purpose of convoying home the Hamburgh fleet, a service he completely effected. When the fleet was assembled under the command of the joint admirals, prince Rupert and the duke of Albemarle, he removed into the Victory, being appointed, as it is said by some, to serve as vice-admiral of the red. But we have a good deal of reason to doubt this information, and to suppose that, acting as vice-admiral of the white, he led the van of prince Rupert's‡ division, which was detached, in consequence of false information, to meet the French fleet. He consequently was not present during the three first days of the long battle; but on the fourth, as though he thought it incumbent upon him to make amends for the time he had lost, he fell, exerting himself almost beyond what strict duty and gallantry demanded. We cannot do a greater justice to his memory than by giving an account of the manner of his death, extracted from *La Vie de Michael de Ruyter*, and inserted by Lediard. "Admiral Myngs having received a musket ball in his throat, would not be persuaded to be bound, or to leave the quarter deck, but held his fingers in the

* "Portsmouth, Jan. 9, 1665-6. Sir Christopher Myngs, by sending out ships constantly to cruise about, hath kept this coast very free from all the enemy's men of war." *Gaz.* No. 18.—And again, "the vigilancy of sir Christopher Myngs is such, that hardly any thing can escape our frigates that come through the Channel." No. 39.

† While on this service he had the honour of a visit from the celebrated Swedish general, Wrangel, whom he sumptuously entertained.

‡ "Sir Christopher Myngs, vice-admiral, with his division, led the van, next the prince, with his division, followed; and then sir Edward Spragge."—And again, "The duke came on board the Royal James, to the prince, and gave him an account of what had happened in the three days action before; and it was then resolved by them, there being present sir Thomas Allen, sir Christopher Myngs, and sir Edward Spragge, to set upon the enemy next morning." *Gaz.* No. 60.

wound, to stop the flowing blood, for about half an hour, till another musket ball taking him in the neck, he died, after having given the most signal proofs of his courage, to the very last gasp."

PETERSON, Matthew,—is known only as having commanded the *James yacht* in 1662.

PYEND, Valentine,—was appointed captain of the *Guardland*, or *Garland*, in 1662; of the *Expedition* in 1663, and the *Dragon* in 1664. In 1665 he was promoted to the *Saint Andrew*, a second rate; which ship he is known to have commanded during the three first great actions with the Dutch. It is most probable he soon afterwards died, or retired from service, no further mention being made of him.

1663.

CHICHELY, Sir John.—We cannot be at a loss for the rank and quality of this gentleman's family, his name sufficiently declares him a descendant of the bishop Chichely, founder of All Souls College, Oxford. Having entered into the navy, he was appointed lieutenant of the *Swiftsure*; and, in the following year, was promoted to be commander of the *Milford*. In 1664 he was captain of the *Bristol*; and of the *Antelope*, a fourth rate, in 1665. His behaviour in the action between the duke of York and Opdam procured him to be promoted, in 1666, to the command of the *Fairfax*, a third rate, as successor to sir Christopher Myngs. We have not been able to learn how long he continued captain of this ship, but we find him appointed to the *Rupert* of sixty-four guns in 1668, and soon afterwards sent to the Mediterranean, his, being one of the ships put under the command of sir Thomas Allen for that service. On the return of sir Thomas to England, in 1670, and sir Edward Spragge becoming commander-in-chief on that station, sir John was appointed vice-admiral of his majesty's fleet in the *Streights*, nothing being a more common practice, at this time, in the navy, than that of giving officers local rank. In 1671 he removed into the *Dreadnought*, and being taken very ill at Majorca, was prevented from returning to England in company with sir Edward Spragge, who arrived in March; but following him as soon as he was a little recovered, he

was.

was, on his arrival, appointed to command the Royal Catherine, of seventy-six guns. The fate of this ship, in the Solebay fight, is too singular to pass unnoticed. She had joined the fleet on the very eve of the action with a raw, undisciplined crew; and, from the confusion that must unavoidably reign on board, under such circumstances, in a condition totally unfit for immediate service; thus situated, she was, about ten o'clock, boarded, and taken possession of by the enemy. Her commander, sir John, and the principal officers, were shifted, and the crew put down, as is customary, below. But the Dutch having incautiously, or, perhaps, through necessity, left but a small number of men to take charge of her*, the English discovering this to be the case, rose upon their enemy, and not only redeemed both themselves and the ship from captivity, but, in return, made prisoners of the Dutch, whose captives they had, themselves, the moment before, been. This being accomplished, they brought their ship safe into harbour. This accident was so far from being thought disgraceful to sir John, that, soon after his return, he was promoted to be rear-admiral of the red, and hoisted his flag on board the Royal Charles of eighty-two guns. In the action with the Dutch in 1673, they were enabled, by the inactivity of the French, to double on the red squadron and separate it, so that sir John was, for a considerable length of time, in the greatest danger of being overpowered. But defending himself with the greatest gallantry, seconded by captain Wetwang in the Warpight, he was, at length, extricated from his distress by the very spirited exertions of prince Rupert. The peace with Holland taking place in a few months after this action, he removed into the Phenix, of sixty guns, in 1674, and totally quitted the service in the following year, as we find him, on the 22d of November, 1675, appointed commissioner of the navy, an office which he continued to hold till the month of February 1680. He was, moreover, on the 23d of

* The following account of this transaction is given in a letter from Aldborough, published in the Gazette, No. 681.

"They, 'the Dutch,' were going to put a fire-ship to her, and a French sloop came in and cut off the fire-ship's boat and took the fire-ship; and then the prisoners, who were under hatches, found a way to break out upon the Dutch, and redeem both themselves and the ship."

January, 1679, made a joint commissioner with sir William Hickman and sir Charles Musgrave, for exercising the office of master-general of the ordnance. This post he quitted on the 28th of January 1681, two years after his appointment to it. On the 28th of January 1682, he was appointed one of the commissioners for exercising the office of lord high admiral; which post he held through three commissions, till king Charles took the management of the navy into his own hands, on the 22d of May, 1684. After the revolution he was again appointed to the same office, on the 26th of January, 1690. He held it only till the 5th of June following. The time of his death is unknown to us. But the favour in which he stood with different governments, and the high opinion entertained of his conduct, as a good officer and an honest man, is to be naturally inferred from the very consequential trusts reposed in him, after infirmities or inclination induced him to quit the service in which he had been bred, and to which he had rendered himself an ornament.

ENSOME, or INSAM, Robert,—was appointed to command the *Swallow* ketch in 1663, and sent to the West Indies, in company with two frigates which were both wrecked in the Gulf of Florida. The *Swallow* escaped that misfortune by throwing all her guns and provisions overboard: and after experiencing, for the space of sixteen weeks, hardships almost incredible, during which time the crew had nothing to subsist upon but rain water, and the fish they providentially caught, arrived safe at Campeachy, and from thence, after a three week's passage, at Jamaica. Those seas being at that time much infested with pirates, the *Swallow* was ordered, by the governor, to be immediately refitted, and to sail in quest of one of them, which he had received intelligence of as lying off the island of Hispaniola. A long account is given of this action by Campbell, in his *Life of sir John Berry*, in which, as it was compiled from the papers of his brother, we may, without meaning the most distant reflection on the character of sir John, allow something for exaggeration. According to this relation captain Ensome, considering the superior force of the pirate, who carried twenty guns, while the *Swallow* had only eight, was rather averse to attacking him; upon which Mr. Berry, who was

was the lieutenant, is said to have taken upon himself the command, and behaved with so much bravery, that the pirate was quickly carried, and with very trivial loss on the part of the *Swallow*. Captain Enscome is reported to have been so much offended at Mr. Berry's behaviour, that he brought him, on his return to Jamaica, to a court-martial, whose decision confirmed, as might naturally be expected, the propriety of Mr. Berry's conduct. According to the navy list, captain Enscome was appointed second lieutenant of the *Constant Warwick* in 1665; and we find him commanding the same ship in the month of March, 1666-7. In her passage to Cadiz, off the rock of Lisbon, she fell in with a large Dutch privateer, which, after a short but very warm dispute, made all the sail she could to escape; and the *Constant Warwick* had received so much damage in her masts and rigging as to be incapable of pursuing her. Captain Enscome was so desperately wounded in this action that he died soon afterwards; so that even admitting his former conduct to have been more cautious than became the character of a valiant man, it must be allowed that the mode of his death fully discharged the debt to honour, and should wipe off from his memory even the shadow of aspersions.

KNEVET, Thomas,—was appointed commander of the *Giles ketch* in 1663, and of the *Lilly* in the following year. He did not long continue captain of this last ship, being, in a very short time, removed into the *Richmond*. At the commencement of the Dutch war he was particularly fortunate, as well as active, in distressing the enemy's trade, by the capture of a number of their merchant vessels; but never having been appointed to the command of a ship of the line, had no opportunity of distinguishing himself in any other way. In the year 1666 he quitted the command of the *Richmond*, and did not enter again into the service till the year 1672, when he was appointed to the *Argier* *. The time of his death is unknown.

SYMONDS,

* He is to be remembered as the first officer we have met with, who used the stratagem, since his time frequently practised, and with much success, of disguising his ship for the purpose of drawing the enemy within his reach. This he did, while commanding the *Argier*, by hoisting his guns, shewing no colours, striking even his flag-staff, and working his ship with much apparent awkwardness.—He

SYMONDS, Joseph,—is to be noticed only as having commanded the *Roe dogger* and *Invention* sloop successfully in the year 1663.

1664.

ABLESON, James,—was appointed, in 1664, first, to command the *Bear*, and, 2ndly, the *Expedition*. In 1665 he was promoted to the *Guinea*, a small fourth rate of thirty-eight guns. Small as this ship was, he distinguished himself very eminently in the first action with the Dutch, and deserves ever to be remembered as one of those heroes who contributed to purchase that victory at the expence of their lives. He was killed on the 3d of June, 1665.

ANDREWS, John,—commanded the *Lizard* in 1664, and the *Sophia* in 1666.

ANNESTY, Abraham,—was appointed, in 1664, commander of the Maryland merchant, and of the *Delph Prize* in 1665. In 1666 he was removed into the *Kilverfome*. From the time he quitted this ship he held no command till after the accession of James the Second, by whom he was, on the 17th of June, 1685, appointed commander of the *True Dealing*, a ship hired from the merchants. Nothing is known further of him.

ARCHER, Anthony,—is to be remembered only as commanding the *Good Hope*, in 1664, of thirty-four guns, and having been unfortunately taken in the following year, by the Dutch fleet under Opdam; who, seizing the opportunity of the duke of York's being driven off the coast, slipped out of the Texel, and captured this ship together with a valuable homeward-bound fleet from Hamburgh, at that time under her convoy.

succeeded in deceiving a Dutch privateer, off Alborough, who had done much injury to our coasting trade, and eluded our swiftest sailing cruisers, so that she ran boldly down to him as to a certain prize, and discovered not her mistake till it was too late for her to escape.

APLETT,

AYLETT, John,—was, early in 1664, appointed to the John and Katherine; and, a short time after, during the same year, promoted to the Portland. He continued to command this ship a considerable time, which is a very unusual circumstance at this period, the succession of different commanders to the same ship being almost incredibly rapid. In the month of June, 1666, we find him obliged to quit the fleet under the duke of Albemarle, his ship, the Portland, being disabled very soon after the first action in that year commenced with the Dutch, in consequence of another English ship having unfortunately run aboard of him. A grievous mortification this to a gallant man, and equally unfortunate to his country, to be deprived of his services just at the moment when they were so much wanted. He quitted the command of the Portland in the year 1667; and, in 1668, was appointed to the Forrester. He did not long continue captain of this ship, for, in the following year, we find another officer commanding her. As we do not find he ever had an appointment afterwards, we may naturally conclude he either died in a short time, or retired from service.

AYSCOUGH, Sir George,—was descended from an ancient and honourable family in Lincolnshire; his father, William Ayscough, being gentleman of the privy chamber to king Charles the First, sir George was knighted by that monarch. On the civil war's breaking out he adhered to the parliament; and having been bred to the sea, was continued in the same command he had held under the king. When the fleet revolted, in the year 1648, and went over, *to the number of seventeen ships*, to the prince of Wales; sir George, true to his trust, brought off his ship, the Lion, into the Thames; and the parliament, in token of their confidence, sent him to watch the motions of his late associates. The following year he was appointed admiral on the Irish station, relieved Dublin, and continued in those seas as long as his services were required. In the beginning of the year 1651, he was sent to reduce the Scilly islands, which were garrisoned for Charles the Second by a very considerable force, under sir John Grenville. This enterprize being quickly and successfully terminated, he sailed for Barbadoes,

Barbadoes, which, after some contest, he reduced also, notwithstanding lord Willoughby had assembled a force little short of five thousand men to oppose him. On his return to Europe he found the Dutch war commenced; and such was the posture of naval affairs, such were the exigencies of the state, that, foul and out of condition as his ships were, he put to sea a short time afterwards; and falling in with the Dutch Saint Ube's fleet, consisting of forty sail, he took, burnt, or destroyed thirty of them. Having returned from this very successful expedition*, Van Tromp, the Dutch admiral, receiving intelligence of his being in the Downs with a small squadron†, meditated his destruction: to this end he detached a considerable force, both to the southward and northward, to prevent his escape, and then prepared to attack him with no less than forty ships. But such was the disposition made, and the precautions taken by sir George, that after having viewed his position, Van Tromp prudently thought proper to decline the attempt, and sail northward in search of Blake. Sir George being reinforced sailed to the southward; and being off Plymouth, fell in with the Dutch fleet, under the command of De Ruyter, convoying a fleet of merchant ships outward-bound. An action immediately took place, and ended only with the night‡. The event of the action, as well as the force of the two contending fleets, is variously related by different historians. It is said, in the *Life of De Ruyter*, which certainly was

* Historians are not very clear in their accounts, whether this event took place at this time or after his return from the Downs.

† Consisting, as some authors say, of seven; but, according to others, of ten men of war.

‡ The following is an extract of a letter relative to this action, written by captain Lucas to Mr. Hill, and published in his letters.

"Plymouth, Sept. 10, 1679. The middle of last month sir George Aikew, with his fleet, came in from sea; and, from the time they were in sight, had so great a conflict with the Flemings, that the like has not, of late, been performed at sea: many of our ships have lost their masts and yards, and have had their rigging entirely torn away, all which they are repairing as speedily as possible. By the best account we have, about two hundred were killed and wounded. The glory of the day is chiefly attributed to sir George, who ought to be esteemed by all, both for his valour and care in whatever is committed to his trust."

intended as a panegyric, and published immediately after his decease, "*that De Ruyter's squadron consisted of FIFTY men of war. And advice of their arrival off the back of the Isle of Wight, being brought to the pretended parliament of England, sir George Ascue, who then commanded a fleet of FORTY men of war in the west, was ordered to stretch over the Channel to hinder, or, at least, dispute their passage. Accordingly, on the 6th of August, 1652, the two fleets came in sight, and, about four in the afternoon, to blows; and here continued a sharp fight, bravely maintained on both sides, till separated by night, both lay by:*" Clarendon states the English squadron at thirty; and the Dutch sixty ships of war and thirty merchant vessels. Rapin, on what authority we know not, asserts that Ruyter's squadron consisted only of thirty-four ships. Dutch authors carry the matter still further, and say Ascough's consisted of forty ships, twenty whereof were first and second rates; and Ruyter's of only thirty-three, from twenty-four to forty guns; and that he was so weak as to be obliged to draw twenty, the stoutest of his convoy, into the line. Whitlocke, who lived at the very time, says, the Dutch fleet (probably including such of the convoy as were in the line) consisted of eighty sail; that the action lasted three days; that sir George Ascough's squadron consisted of thirty-eight ships of war and four fire-ships; and that the Dutch admiral was sunk. Lediard, who probably collated all the different accounts, and procured the best private information in his power, says, sir George having charged the enemy with the utmost gallantry, broke through their line and weathered them; that after this advantage, not being properly supported by some of his ships, he thought proper, after night had put an end to the contest, to retire to Plymouth; that the Dutch had two ships sunk. Amidst so many various accounts, some of them almost contradictory to each other, and others fraught with fiction, and palpable absurdity, it is highly difficult, if not impossible, to develop the truth. It may, however, probably be fairly insisted on, that as the superiority, in point of force, was on the side of the Dutch, so was the loss also in the same proportion, notwithstanding the gallantry and conduct of the celebrated Ruyter enabled him to effect his grand point, and carry off the convoy in safety. The spirit and ability

ability exhibited by sir George in this action, were not sufficient to preserve to him the confidence of his new masters: they were offended at his lenity * to sir John Grenville at Scilly, and lord Willoughby at Barbadoes. These furious republicans would be content with nothing short of unconditional submission from a royalist. Generosity to a vanquished opponent was, with them, a crime of the blackest dye. They thought proper to dismiss him from his command, under the shallow, though common democratical pretence, "*that he had not been so victorious as he ought to have been.*" Yet, notwithstanding the spleen they certainly bore his generous conduct, they possessed not courage enough to gratify their malice to the full extent of their wishes, but were pleased to grant him, as a douceur, or palliative to his dismissal, a pension of three hundred pounds a year on Ireland, and the sum of three hundred pounds in money. From this time sir George continued to live privately, not taking any command at home, during the protectorate. One of Cromwell's last projects was, that of prevailing on sir George to go over to Sweden to command the fleet of Charles Gustavus, who had ever been in the strictest alliance with him, and was now threatened by the Danes and Dutch †. But, owing to the delays at home, the fleet sent under the command of vice-admiral Goodson, was prevented by the ice from entering the Baltic. Sir George proceeded to Sweden by land; and, as he was received, so he continued to live in the highest estimation, and favour with the king, to the time of his death, which happened early in the year 1669. Returning to England soon after the restoration, he was appointed commissioner of the navy, and, on the commencement of the Dutch war in 1664, rear-admiral of the blue. In that station he served at the memorable battle of the 3d of June, having hoisted his flag on board the *Henry*; and on the duke of York's quitting the fleet, was promoted to be vice-admiral of the red under the earl of Sandwich, who carried the standard as admiral of the fleet. He was afterwards promoted to be admiral

* Ever, according to the known laws of war, shown to gallantry.

† At this period Oliver died; the project was, however, pursued by his successor Richard.

of the blue*, and served in that capacity in the battle with the Dutch, which began on the 1st of June, 1666. During the two first days of the action sir George, as he had been ever accustomed, behaved with the utmost gallantry; but, unfortunately, on the third, while endeavouring to form a junction with prince Rupert and his squadron, who was hastening to the assistance of the English fleet, then hard pressed by the Dutch, he struck † on a sand, called the Galloper, when after having, for a considerable time, defended his ship with the utmost bravery, against an host of enemies, he was at length compelled, his men absolutely refusing to defend the ship any longer, to surrender; and the Dutch being unable to get their conquest off, after having removed the men, set her on fire. The Dutch, according to their wonted custom, insulting those whom they had conquered, paraded their captive through their whole country, and afterwards shut him up in the castle of Louvestein. When he returned to England he was received in the most gracious manner by the king ‡, and most affectionately by the people. But after the misfortune he had met with, declining going to sea any more, he continued to live privately, and in so great a degree, that it is not, with any certainty, known at what time he died §.

BACON, Philemon,—after having served as lieutenant of several ships of war, (the Assistance in 1661, the Bon-

* Echard, Rapin, and many other historians have very erroneously stated sir G. Afcough to have been admiral of the white, and sir T. Allen of the blue; the very reverse is the fact.

† His flag was then flying in the Royal Prince of 100 guns, the heaviest and largest ship in the whole fleet.

‡ Sir George was not released from his confinement till the end of October, 1667. He arrived in London, and was introduced to the king, on the 10th of November following.

§ Such is the account given by the best naval historians, Campbell, Lediard, and others. But in a manuscript list of the navy, to which, considering the quarter from whence it was procured, the most unquestionable credit is to be paid; it appears that sir George was employed in the year 1668, at which time he hoisted his flag on board the Triumph, and again, in the year 1671-2, being then on board the St. Andrew. This, in all likelihood, may be strictly true; but these appointments taking place in time of profound peace, were not of consequence enough to attract the notice of the historian, who is, in general, too busy to attend to trivial matters.

adventure in 1662, the *St. Andrew* in 1663, and the *Plymouth* in 1664) was, in 1664, appointed to command the *Nonfuch*. In the following year he was successively and rapidly captain of the *Oxford*, the *Assurance*, and the *Bristol*: the last of these ships he commanded in the first action between the duke of Albemarle and the Dutch in the year 1666. Being one of the look-out ships from the fleet, as he was the first who discovered the enemy, so was he also among the first who fell in the ensuing action, lamented by his friends and applauded by his enemies, as a man who would undoubtedly have left behind him more numerous proofs of his gallantry, had not fate deprived him of the opportunity.

BASSE, William,—commanded the *William* in 1664, the *London Merchant* and *Oxford* in 1666, and the *Portsmouth* in 1668.

BEARE, Amos,—was appointed captain of the *Nonfuch*, and soon afterwards of the *Letty*, in 1664; of the *London Merchant* in 1666; of the *Richmond* in 1667; and, lastly, of the *Golden Hand* in 1669.

BERRY, William,—was, originally, lieutenant of the *Swallow ketch*; and, in 1664, was made commander of the *Eaglett ketch*. In 1665 of the *Wivenhoe*; and, lastly, of the *Young Lion*, in 1666.

BLACKLEACH, Abraham,—was lieutenant of the *Old James* in 1664; and, towards the end of the same year, was promoted to be captain of the *Little Mary*.

BOND, Edward,—commanded a vessel of war, called the *Dutch Galliot*, in the year 1664.

BROWNE, Zachary,—was appointed to the command of the *Assistance* in 1664; and, again, to the same ship in 1667.

BURROUGHS, Anthony, was lieutenant of the *Henrietta* at the time of the Restoration. In 1664 he was appointed to command the *Newcastle*; and, in the following year, we find him serving again as a lieutenant on board the *Centurion*.

CADMAN, James,—may be supposed to be the same person mentioned in Gillingwater's *History of Lowestoffe*, under the name of Canham, which is, most probably, the true mode of spelling it, as a commander in the royal navy, during the Dutch wars, in the reign of Charles the

Second,

Second, and whose family had been, for several generations, settled in that town. No such name as Canham appears in the MS. list of naval commanders: that which approaches nearest to it is, Cadman; he commanded the Flamborough Merchant in 1664.

CHAPPELL, George,—commanded the John and Margaret in 1664.

COTTIN, Richard,—after having commanded the Bryar fireship in 1664, served as second lieutenant of the Royal James in 1672.

CROSMAN, Robert,—commanded the Nonfuch ketch in the year 1664.

CUTTLE, John,—is known only as having been appointed to command the Hector in 1664, and that he unfortunately lost his life in the following year, his ship being sunk in action with the Dutch.

DARCY, Thomas,—descended of a very ancient and honourable family, lineally deduced from the Norman d'Arcie, who entered this kingdom with William the First, surnamed the Conqueror, and by whose immediate grant he became possessed of thirty-three lordships or manors, in the county of Lincoln, was the fourth son of John, lord Darcy, and Dorothy his wife, daughter of sir Henry Belaffyze. Having entered very young into the navy, he was specially recommended, by the duke of York, to the notice and protection of sir Richard Stayner. A letter for this purpose, dated May the 7th, 1661, and written by the duke's order, being inserted in his Memoirs. Mr. Darcy appears to have well-merited this extraordinary recommendation, for so early as the year 1662 we find him appointed lieutenant of the Monk. He served in the same office, on board the Kent, in 1663, and in the following year on board the Revenge. He was, during the course of the year 1664, promoted to be commander of the Pembroke; and continuing to merit that noble and illustrious patronage he had acquired in his earlier days, he was, in the year 1666, appointed to the Mary Rose: in this ship he was present in both the actions which took place during this year. In 1669, having removed into the Dartmouth, he sailed for the Streights in company with, and under the command of sir John Harman. He continued on this service (occasionally returning

turning to England, and back again to the Streights, with convoys) till the year 1672, when he quitted that station entirely, and was appointed commander of the *Montague*, and, in the following year, of the *St. George*, a second rate. But it is somewhat singular, that although the nation was at war, during both these years, with the Dutch, no mention occurs in any public or private account we have hitherto seen, of either of these ships, or their honourable commander. The time of his death also is unknown.

ELLIOT, Thomas,—was, in 1664, appointed commander of the *Catherine*, a ship of war hired from the merchants; and, in 1665, being removed into the *Saphire* frigate, he fell in, during the month of November, with the Dutch fleet of buffes, off the *Dogger*, under the protection of four men of war; nevertheless, such was his activity and address, that he captured three and dispersed the rest. He was soon after (in all likelihood on account of this very piece of service) promoted to the *Revenge*, a third rate; and sent in the ensuing spring, commodore of a squadron of six sail sent to the northward, to check the depredations that might be attempted on our commerce, by any flying squadrons, or single cruisers, of the enemy. He returned in time to contribute his share towards the victory gained by the duke of York; and still continuing in the *Revenge*, was present at both the actions, which took place the following year, when the fleet was under the command of prince Rupert and the duke of Albemarle. After the return of the fleet into port, he was removed into the *Anne*, a ship of the same rate as the *Revenge*. He continued to command the *Anne* till the end of the year 1667, when he was appointed to the *Reserve*. Peace being concluded soon after this, we meet with nothing further relative to captain Elliot, till the year 1672, at which time we find him captain of the *Yorke*, one of the squadron under sir Robert Holmes, at the time he attacked the *Smyrna* fleet. In this action, as he had the credit of deserving, in common, it must be confessed, with the rest of the commanders, so had he the honour of obtaining the highest reputation, for gallantry and good conduct. He continued to command the same ship, and had a further opportunity of distinguishing him-

himself in the action with the Dutch, which took place in the month of June following. Being severely wounded in that engagement, he was, on his recovery, promoted to the London, a very fine second rate. Here we have to lament how very inadequate, even at this short interval of time, private information, or public records are, to complete the history of such an host of gallant persons, among whom we certainly should be guilty of an act of injustice were we not to enroll captain Elliot. Nothing further relative to him having come to our knowledge.

ERLISMAN, Richard,—was made captain of the Hawke sloop in 1664, of the Hawke ketch in 1666, and the Tulip dogger in 1673.

ERWIN, George,—commanded the William in 1664.

EWENS, Thomas,—commanded the Kent in the same year.

FAIRER, Robert,—was, at the same time also, made captain of the Revenge.

FOOTE, Peter,—was appointed commander of the Bryer in 1664, and, in the course of the same year, was removed into the St. Paul.

GETHING, John,—was made commander of the *Faint* fireship in 1664; and, in the following year, was appointed, successively, to the *Horseman* (prize) and the *Black Bull*.

GREGORY, William,—commanded the Dolphin fireship in 1664.

HARMAN, Sir John.—This brave, and justly renowned commander was appointed captain of the Gloucester, of fifty-eight guns, in 1664; and, in the following spring, served as lieutenant * of the Royal Charles. The office he bore is not, however, to be taken according to the present meaning affixed to the term. He was, in fact, captain of the ship, as sir William Penn, who was on board the Royal Charles with him, was captain of the fleet†. The enemies of the duke of York have taken

* For thus he is styled in the navy list.

† Campbell renders this very clear. "The duke, in quality of lord high admiral, had two captains on board his ship, sir William Penn, who had the rank of vice-admiral, and captain, afterwards sir John Harman.

some pains to asperse the character of sir John Harman, as having been concerned in the business with Brounker. The rage of party can reconcile the greatest absurdities and persuade the most sensible men of the propriety of its dictates: but certainly no man can stand clearer of all blame than he does. The story, as related by unbiassed persons, is simply this. After the action, in which it is admitted, on all hands, the Royal Charles bore so distinguished a part, the duke having retired to his cabin for repose, Brounker, who was one of the gentlemen of his bed-chamber, came to sir John, who was then standing near the helm, and pressed him much to shorten sail, urging as a reason, the risk the duke ran if his ship, the headmost of the fleet, should fall in singly with the enemy upon their own coasts. Sir John ever attentive to, and intelligent in his duty as an officer, answered, "*he could do nothing without orders.*" Brounker accordingly went back into the cabin, and brought him orders, as from the duke, to shorten sail. Sir John obeyed. It must be apparent to any person who will be at the pains of considering the foregoing statement, that, let the blame (if any) lay where it will, not a shadow of it is imputable to sir John, whose subsequent conduct through life proved him one of the last men in the world, who could with justice be charged either with treachery or want of spirit. As a convincing proof no such opinion was entertained of him by government, he received the honour of knighthood, and is said in the navy list to have been appointed, immediately after the action, rear-admiral of the white, and that he hoisted his flag on board the Resolution. This we apprehend to be a mistake, as we find him both in the navy list, and every other document, serving, when the fleet put next to sea under the command of the earl of Sandwich, as rear admiral of the blue on board the Revenge, an highly merited, though very rapid promotion, when we consider scarcely twelve months had elapsed since he first became a commander. In the month of November following he was detached, by the earl of Sandwich, with eighteen ships, to bring home the fleet from Gottenburgh. On his return he shifted his flag into the Henry, and distinguished himself too remarkably, in the long action between the duke of Albemarle and the Dutch, to be passed over in
general

general or common terms of approbation. Leading the van of the English fleet, he soon got into the center of the Zealand Squadron; and being in a short time completely disabled, one of the enemy's fireships grappled him on the starboard quarter: he was, however, soon freed by the almost incredible exertions of his boatswain*, (as it is asserted by all historians, but according to the navy-list it appears he was his lieutenant) who having in the midst of the flames loosed the grappling-irons, swung back on board his own ship unhurt. The Dutch bent on the destruction of this unfortunate ship, and seeing the ill-success of the first, sent a second, who grappled her on the larboard side, and with much greater success than the former, for the sails instantly taking fire, the crew were so terrified that near fifty of them, among whom the chaplain is said to have been one, jumped overboard. Sir John seeing this confusion ran instantly, with his sword drawn, among those who remained, and threatened, with instant death, the first man who should attempt to quit the ship, or should not exert himself in quenching the flames. This spirited conduct had the desired effect; the crew returning to their duty soon got the fire under: but the rigging being a good deal of it burnt, one of the top-sail yards fell and broke sir John's leg. In the midst of this accumulated distress a third fireship prepared to grapple him; but ere she could effect her purpose, four shot from the Henry's lower-deck guns sunk her. Evertzen, the Dutch vice-admiral now bore up to him†, and calling on him to surrender, offered him quarter. Sir John answered him bluntly, "*It was not come to that yet,*" and giving him a broadside killed the Dutch commander, which so intimidated the rest of his adversaries, that they declined all farther contest. The Henry, shattered as she was, her commander disabled, and great part of her crew killed or wounded was, nevertheless, carried safely into Harwich,

* The name of this heroic was Thomas Lamming. Vide his Life, An. 1666.

† In the account said to be published by sir John Harman himself, Evertzen is reported to have attacked him before he was boarded by the fireships, and that he made good his retreat, as soon as he had cleared himself, by sinking the third.

whence, sir John having the next day refitted her, as well as the time and circumstances would permit him, and hoping to share in the honour of the last day's engagement, put to sea (*notwithstanding his broken leg*) but unfortunately, as sir John thought, the action was over ere he reached the fleet. Notwithstanding his excess of spirit had carried him so far, as to hurry back, maimed as he was, into the face of danger, the joint admirals, prince Rupert and the duke of Albemarle, thought it neither prudent, nor humane to suffer him to go to sea again, till he had recovered from his misfortune; so that on the fleet's going out a second time, after being refitted, his place was supplied by rear-admiral sir John Kempthorn. In the month of March 1667, he was sent in the *Lyon*, a third rate of fifty-eight guns, commander-in-chief of a squadron destined for the West Indies, with permission to wear the union flag at his main-top, as soon as he should be clear of the Channel*. He arrived at Barbadoes the beginning of June, having under his command seven men of war and two fireships, and two days afterwards set sail for Nevis, taking with him four men of war he found in Carlisle bay on his arrival. Having reached Nevis on the 13th, he received intelligence, by the Portsmouth ketch, that the French fleet, consisting of three, or four-and-twenty men of war, was then lying at anchor under Martinico. Having called a council of war, it was

* Lediard, Campbell, and all other naval historians have reported an action, in which sir John Harman was commander-in-chief, to have taken place, off St. Christopher's, on the 10th of May, between the English, and the united squadrons of France and Holland, and that the anecdote relative to his temporary recovery from a fit of the gout, during the continuance of the action, as will be presently related, took place at that time. We have great reason to believe sir John did not arrive in the West Indies till the beginning of June, consequently this engagement (which certainly happened) was fought by the men of war who were in the West Indies previous to sir John's arrival. We do not start this with the most distant wish of diminishing sir John's reputation, for whom we entertain the highest veneration, but merely for the sake of historical truth. The laurels truly gained by sir John Harman require no such extraneous aid, as the addition of those, which do not of right belong to him. Sir John Berry, who at that time was in the West Indies, was, we have not the smallest doubt, the officer who commanded in the action alluded to. Vide his Life.

unanimously determined to attack them immediately, ere they should have had information of his arrival. Putting to sea that very night, he got sight of the French fleet laying close in under Martinico, protected by three considerable forts, which began to fire on our ships as they approached, but without receiving any return. Notwithstanding the superiority of the enemy, and although they had three fireships with them, neither stratagem nor insult were of sufficient avail to draw them from their station. The next morning sir John began the attack; and having silenced the forts, proceeded to attempt the ships, but without success, or much damage done on either side, owing to the wind being at first contrary, and afterwards flattening to a dead calm. On Tuesday the 25th, the wind being then favourable, the admiral renewed the attack*, and in a short time so far succeeded as to set fire to eight of the enemies best ships, of which their flag was one. Of those which remained many were sunk; some in consequence of the damage they received in the encounter, others to prevent their falling into our hands; so that of the whole fleet, two or three only escaped. This success, brilliant as it was, was achieved with but trivial injury to our ships, which were soon rendered again fit for service, and the loss of four-score men only killed and wounded. The power of further hostilities, on the part of the enemy, being thus taken away, and a general peace being concluded soon afterwards, sir John having shifted his flag into the *Defiance*, returned to Europe in the month of January following, and arrived in the Downs with a considerable number of merchant ships under his convoy on the 7th of April. Disdaining that retirement his infirmities might appear to demand, he was the following year appointed rear-admiral of the fleet bound to the Straights, under sir Thomas Allen, and hoisted his flag on board the *St. David*. He returned from thence in 1670, probably on account of

* There is a remarkable anecdote concerning sir John Harman in this action, related by Lediard, and copied from him by other historians. He is said to have been very lame at this time, and in great pain from the gout; yet, on bearing in for the enemy's fleet, he got up, walked about, and gave orders, as if in perfect health, till the fight was over, and then became as lame as ever he had been.

his ill state of health, which had been much impaired by fatigue and long service. On the commencement of the Dutch war in 1672, he appears to have served, having his flag flying on Board the Royal Charles, as rear-admiral of the blue, rear-admiral of the red, and vice of the blue. In the first of these capacities he acted at the action off Solebay; and, after the death of the earl of Sandwich, and the removal of sir R. Holmes, was successively promoted to the two latter. Campbell has thought proper, in terms perhaps too harsh, to censure the appointment of sir J. Harman to be vice-admiral of the red, in the following year, in the place of sir R. Holmes, and has represented him, in consequence of his bodily infirmities, as totally incapable of filling so eminent a station. Nevertheless, his exertion, in the second action, when he himself and thirteen ships only were left with prince Rupert to stem the attack of the whole Dutch fleet under D. Ruyter, was such, as may convince unprejudiced persons, that however disease might have enervated his body, it had no effect whatever on the faculties of his mind. He hoisted his flag on board the London, a second rate of eighty guns; and, after the unfortunate death of sir E. Spragge, was appointed to succeed him as admiral of the blue. However high, and deservedly so, the former may stand in the opinion of the world, no person can, with justice, assert, the nomination of sir John Harman derogated, in the smallest degree, from the honour of his gallant predecessor. Peace, and the retirement of sir John, took place almost immediately; and, as is the fate of many other great and noble persons, whose very names are forgot almost as soon as they ceased to be serviceable to their country, we have not been able to learn any further particulars concerning him, or even discover the place, or time of his death.

HART, John,—was appointed captain of the Bristol in 1664; in 1665 he was promoted to the Revenge, and in the following year was removed into the Rainbow. During the time he held the command of the two last ships he was present at all the general engagements which took place between the English and Dutch fleets in the course of the first war. In 1669 he was appointed to a ship called the Loyal Subject, and in the following year

year to the Ruby of fifty-four guns (the ship taken by sir T. Allen from the French). He did not long continue in this command, being very soon afterwards removed into the Portland. He commanded the Rupert in 1671; and, on the commencement of the second Dutch war, returned to his old ship the Revenge. The time and manner of his death is unknown.

HATLUB, Robert,—is to be mentioned only as having commanded the George (hired ship of war) in 1664.

HEATH, John,—having served as lieutenant of the Ann in 1661, and of the Newcastle in 1662, was appointed commander of the Barbadoes merchant (a fireship) in 1664. From the time he quitted the command of this vessel, he continued unemployed till 1673, when he was appointed first lieutenant of the Victory. In 1678 he served as lieutenant of the French Ruby. No further mention is made of him.

HELLING, Daniel,—after having commanded the Colchester in 1664, was successively appointed to the Centurion, the Lyon, and the Dragon, in 1665. He acquitted himself with the greatest honour in the action between the Duke of York and the Dutch, and was promoted, by prince Rupert and the duke of Albemarle, to command the Montague, as a token of their approbation of the service rendered by him at burning and destroying the Dutch ships within the Uli; he being one of the captains who was detached, under sir Robert Holmes, on that expedition. In 1668 he was appointed to the Bristol, and sailing soon afterwards to the Streights was removed, by sir Edward Spragge commander-in-chief of the fleet on that service, into the Mary, in 1669. No other mention is made of him, except that very trivial information, of his being frequently employed in conveying the merchant ships so far to the northward, as to be out of all danger from the corsairs; and further that he was, as an able negociator, sent ashore by sir Edward Spragge, in September 1671, to adjust the preliminaries of a treaty with the Dey of Algiers. It is not known whether he ever lived to return to England.

HERBERT, Charles,—after serving as commander of the Revenge in 1664, was appointed lieutenant of the Royal James in 1671.

HIDE, Henry,—was appointed lieutenant of the Yarmouth in 1662, and of the Rainbow in 1663. In 1664 he was promoted to the Lizard, and during the same year was removed into the Sapphire. He did not long continue in the command of this vessel, as, in 1665, we find another officer (*Ellist*) captain of her.

HOLMES, Sir John,—was the gallant brother of the as gallant sir Robert Holmes. He was appointed commander of the Jersey in 1664; and in the following year, after having first served as lieutenant of the Centurion, was appointed commander of the St. Paul; and what is somewhat extraordinary, served, in the beginning of the next year, as lieutenant of that same ship. He was in a short time removed into the Bristol, which ship we find him captain of, in the month of August. He was posted in the line of battle as one of the seconds to his brother sir Robert, and afterwards commanded one of the companies at the attack of Bandaris*. His very conspicuous conduct on this occasion procured him the command of the Triumph, a second rate. He probably continued captain of this ship during the remainder of the war, although we find nothing further recorded of him till the year 1668, when he was made commander of the Falcon and Kent successively. In 1669 he went out with sir Thomas Allen to the Mediterranean, as commander of the Nonfuch. In 1670 he removed into the Bristol, and in the following year into the Diamond. During the time he commanded this ship he was singularly fortunate, as well as active against the Algerines. In the interval between the 24th of September and the 2d of October, he drove two of the principal Algerine corsairs from their station off Cape Spartel. But the night coming on ere he could get near enough to bring them to action, he was not able to effect any thing further against them; except that he compelled one of them, in consequence of his pressing closely upon her, to burn one of two prizes which she had taken the day before. On the 2d of October he fell in with two other corsairs belonging to Saltee; but as they separated, and stood different courses, captain Holmes was only able to drive one of

* See page 17.

them ashore, about two leagues to the southward of Arzila. Her companion effected her escape. Captain Holmes returning to England soon afterwards, was appointed to the Gloucester. Being one of the squadron under the command of his brother, sir Robert; when, in the month of March following, he fell in with the Dutch Smyrna fleet, he behaved himself, as he had ever been accustom'd, with the most singular gallantry. Having boarded the Hollandia of fifty-four guns, commanded by their rear-admiral Van Nes, he carried her, after a very obstinate dispute: but she was unfortunately so much shattered in the action, that she sunk in a few hours after he had taken possession of her. For this service he received the honour of knighthood, and was promoted to the Rupert of sixty-four guns. His gallantry was so conspicuous in the action between prince Rupert and the Dutch, on the 28th of May 1673, that he is one of those singled out by the prince for particular commendation; an applause doubly honourable, when the well-known valour of his less-noticed cotemporaries is brought into the account. In the action of the 11th of August he again proved himself, in every respect, deserving of the prince's particular commendation, as he was one of the thirteen captains who contributed to defend their commander-in-chief from the very formidable attack made on him, towards the close of the action, by De Ruyter, and the whole of his division. As soon as she was refitted, he was made commander of the Royal Charles, the ship on board which, prince Rupert, as commander-in-chief, hoisted his flag during the first engagement. Peace being concluded very soon afterwards we meet with nothing further relative to sir John till the 12th of April 1677, when he was appointed captain of the Montague; and two days afterwards promoted to be rear-admiral of the blue, and commander-in-chief in the Downs, with the privilege of wearing, while on that station, the union flag at his main-top-mast head. In the time of profound peace it is vain to expect a record of memorable exploits in the lives of men, few of whom are otherwise known than as the brave defenders of their country. All that can be looked for is, a simple narrative of the several commands and promotions they were from time to time honoured with, as a species of national tribute for the
fatigues

fatigues they had undergone, and the difficulties they had encountered in the hour of danger. On the 26th of March, 1678, on the prospect of a rupture with France, he hoisted his flag on board the *Royal Charles* as rear-admiral of the fleet in the Narrow Seas. We find him, on the 17th of April 1679, commander-in-chief in the Downs; and on the 23d of July in the same year, he hoisted the union flag, at the main-top, on board the *Captain*. This probably had been his flag ship ever since he had held the command; for in the navy-list, which we have not the smallest reason to doubt the accuracy of, he is said to have gone on board that ship on the 9th of September 1678. This appears to have been the last period of his public service; and he experiences the melancholy fate that attends such a number of brave men, whose name is no longer remembered, than while the necessity of their exertions exists.

JEFFRIES, John,—served as lieutenant of the *London* in 1664, and was in the same year promoted to be captain of the *Assurance*. In 1665 he commanded the *Plymouth*, and acquired much credit in the engagement with the Dutch under Opdam, inasmuch that he was promoted, the following year, to the *Cambridge* of sixty-four guns. His conduct during the two actions with the Dutch, in which he commanded this ship, proved him to have derogated in no degree from his former gallantry, and to have merited every reward that was bestowed on it. The time of his death is unknown.

JENNINGS, Sir William,—sprung from a very respectable family in the county of Hertford; was appointed lieutenant of the *Adventure* in 1661, and of the *Gloucester* and *Portland* in 1664. On the 11th of October in the same year he was promoted to the command of the *Ruby*, and soon afterwards knighted. Early in the year 1666 he was appointed to the *Sapphire* frigate; but immediately after the first action with the Dutch, in which we lost such a multitude of gallant officers, was appointed, by the joint admirals, to command the *Lyon*, a third rate. So high was his reputation for gallantry that, although at that time he was rather young in the service, he was sent second in command, under sir Robert Holmes, at the attack on the islands of *Ulie* and *Schelling*,
and

and was, as we are informed in the account published at the time, to have commanded one of the divisions, provided it had proved expedient to have attacked both islands at once. That not being necessary, the destruction of the fleet of one hundred and seventy sail, which lay within those islands, was principally intrusted to him, and executed under his direction. This expedition, and the glorious success with which it was crowned, have been related in the Life of sir Robert Holmes; so that it is needless to say more than, that without derogating from the merit of the commander-in-chief, he experienced, through the whole of this glorious, but perilous enterprize, a very able, and gallant assistant in sir William Jennings. Peace being concluded in the following year, he had no further command till the year 1670, at which time he was appointed to the *Princess*, and sent, in company with captain Werden in the *Falcon*, commodore of a convoy bound to the Streights. After some stay in the Mediterranean, he was, on his return, appointed captain of the *Victory**, which ship he commanded in the memorable action between the English under prince Rupert, and the Dutch under De Ruyter. The war being concluded, he removed into the *Gloucester*; and on the 26th of March, 1678, was appointed, by king Charles, to command the *Ruby*, taken from the French. On the 30th of November following he was made captain of the *Royal James*, one of the guard-ships at Portsmouth. On the 8th of July, 1686, king James, who had ever been his patron, gave him the command of the *Jersey*; and on the 15th of September 1688, at the moment that monarch's feelings were awakened, and alarmed to the utmost, at the prospect of an invasion, which threatened, and happily effected the destruction of a power he had unwarrantably and illegally endeavoured to extend beyond its proper limits; sir William was pitched upon as one of the chosen few, fit to be entrusted with a command. It is necessary we should here make a pause: our narrative, in respect to him, almost totally ceases. But in justice to a gallant man, it is necessary we should endeavour to explain the motives of that conduct we can neither defend

* In 1673.

nor palliate. He probably considered himself, as an officer, authorised to obey, implicitly, the commands of his sovereign, of what condition or tendency soever they might be: in gratitude too to the patron who had raised him, he might feel himself bound, as it were, to second and support his interest, even supposing that service to militate against his own ideas of propriety. Thus far we have argued in support, or excuse, of a man acting in opposition to his own principles. But when we reflect on the fallibility of human nature, and how *erroneously* that nature has been repeatedly led to act, the case becomes materially altered: and if we consider this man as acting according to the pure dictates of his conscience, we can only lament that so much gallantry should have been obscured by bigotry; and that a person, whose courage and ability would have entitled him to the first rank among the defenders of his country, should be so far forgetful both of that country, and himself, as to join the band of miscreants who endeavoured to enslave it. Let us, however, pay every reasonable tribute to the integrity and political honesty of sir William Jennings, disdaining to espouse, even in appearance, the party he disapproved. On the revolution's taking place, he seized the earliest opportunity of retiring to his unpitied, and scarcely to be called unfortunate master, in France. There (*proh pudor!*) he, whose conduct, had heretofore raised him to such a pitch of excellence and high rank in the British service, condescended to become *third captain* to a French admiral. The time of his death is unknown.

JOHNSON, John,—was commander of the *Little Gift* in 1664.

JORDAN, Sir Joseph.—It is somewhat singular, the first intelligence we have of this gentleman is, that he was, in the year 1664, appointed commander of the *St. George*, a second rate, at the time the rupture with Holland was first expected. So high was the estimation in which he was held in the navy, that when sir John Lawson, who had his flag flying on board the *Royal Oak*, was disabled from further service, by the unfortunate wound which afterwards occasioned his death, captain Jordan was sent, by the duke of York, to take the command of that ship.

ship*. His gallantry very deservedly procured him not only the honour of knighthood, but also the promotion to be rear-admiral of the white. Nothing memorable took place during the remainder of the year, except the unfortunate attack on Berghen, in which he was not concerned. In the long action between the duke of Albemarle and the Dutch, sir Joseph Jordan served as rear-admiral of the red: and on the return of the fleet into port, was promoted to be vice-admiral of the same squadron. In the signal defeat given the Dutch the 25th of July 1666, he held, as it is scarcely necessary to premise, a most conspicuous share. The following year is marked by the insulting attack, made by the Dutch, on the port of Chatham and our shipping in the Thames. Sir Joseph had at that time the command of the ships of war at Harwich; and so active was he in the service of his country, that he went out, at the greatest personal risk, in a small galliot, attended only by two fireships, for the purpose of reconnoitering the Dutch fleet. On their return to the Thames, a second time, sir Joseph hastened to sir Edward Spragge's assistance, with the force under his command, consisting of twenty small frigates and fireships: and having, by his skilful manœuvres, succeeded in passing the Dutch fleet, he formed a junction with sir Edward, and accelerated that retreat of the enemy, which his colleague had so gallantly begun to effect. This was the last offensive operation in the German Ocean during this war. In 1668, when we expected a war with France, we find sir Joseph Jordan to have had the command of the *Victory*, and afterwards of the *Henry*; but we are totally at a loss for any other particulars concerning him at that time, except that he does not appear to have been employed as a flag officer. The prospect of hostilities vanishing very soon afterwards, he was not again called into service till the commencement of the second Dutch war in 1672, at which time he hoisted his flag, first, as rear-admiral of the red, on board the *Sovereign*; but before the fleet put to sea he was promoted to be vice-admiral of

* His royal highness therefore ordered captain Jordan to go on board the *Royal Oak*; after which she did excellent good service.—*See Narrative Pub. by Auth.*

the blue under the earl of Sandwich. His conduct at the battle of Solebay has laid him open to censure of a very particular kind: but as his gallantry, at the very instant when he appears to have incurred this reproach, has never been disputed, even by the person who appears to have had the best ground for condemning him, it is a piece of justice due to the memory of so brave a man, to examine, with some care, the propriety of the charge. This charge is, in few words, that he suffered the ever-to-be-lamented earl of Sandwich to fall a sacrifice to the Dutch, in consequence of his over-solicitude for the safety, and protection of the duke of York. Sir R. Haddock, who was the earl's captain, thus expresses himself in his letter to the duke after the action. "Some short time after sir Joseph Jordan past by us very *unkindly* to windward, and with "how many followers of his division I remember not, "and took no notice of us at all, which made me call to "mind his saying to your royal highness, when he received his commission, *that he would stand between you "and danger*, which I gave my lord account of." It is, however, the decided opinion of all historians, that sir Joseph, by keeping his wind*, was the principal cause of the victory that followed; and however we may feel ourselves naturally impelled to lament a conduct which, in any, the most distant, degree contributed to deprive the world of so great, and good a man, yet posterity would have been much more apt to have condemned the man who had purchased the safety of his admiral at the expence of victory. There is, moreover, this farther excuse to be pleaded in defence of sir Joseph's supposed unkindness. He appears in great measure to have acted as he did, in conse-

* "The fight continued with inexpressible obstinacy till towards the evening, when victory declared for the English. Sir Joseph Jordan, of the blue squadron, having the advantage of the wind, pierced the Dutch fleet and spread through it the utmost confusion."—*Campbell*.

"Sir Joseph Jordan, with the blue squadron, getting the wind of the Dutch, De Ruyter's ship was in great danger of being burnt; but being got loose from the fire-ship, he took that opportunity to gather his scattered fleet together, and quitted the place of battle."—*Lediard*.

"Those ships of the blue squadron that had stood off, having got the wind bore down upon the Dutch, and assisted the duke, who pressed De Ruyter so straitly, that, towards evening, he gave way."—*Life of De Ruyter*.

sequence of his admiral's special command; that the misfortune which befel the earl was owing as much to other unavoidable circumstances, as to any neglect on the part of sir Joseph, for in the former part of sir R. Haddock's letter he says, "I had sent our barge, *by my lord's command*, a-head, to sir Joseph Jordan, to tack, and with his division *to weather* the Dutch that were upon us, and beat them down to the leeward of us, and come to our assistance: our pinnace I sent likewise a-stern to command our ships to come to our assistance, which never returned, but were on board several who endeavoured it, but could not effect it." So that the charge may, perhaps with some propriety, be changed from unkind neglect, into irremediable misfortune, which prevented sir Joseph from fulfilling his orders till assistance was too late. On the return of the fleet into port he was appointed vice-admiral of the red. Whether it was in consequence of the national regret for the loss of so great a man as the earl of Sandwich, and which was, as we have shewn, in some measure imputed to him; or that the retirement of the duke of York, who had ever been his patron, occasioned that of sir Joseph also, we know not, but he was no longer employed. The time, and place of his death are unknown to us.

KEMPTHORN, Sir John,—was the brave descendant of a very respectable family in Devonshire, being born at Widcombe in that county, in the year 1620. Loyalty, and the want of fortune, prevented his father from making any better provision for him, than by binding him apprentice to the master of a trading vessel belonging to Topsham. As he naturally possessed a strong understanding, aided by unwearied diligence, he soon acquired a consummate knowledge in his profession; this, aided by the well-deserved countenance of his master, and the interest of his friends, procured him the patronage and employment of the most wealthy merchants in Exeter. In their service he made many voyages to the Mediterranean much to the advantage of their fortunes and his own reputation. A singular anecdote is related of him, and by historians of such credit and veracity that we cannot doubt its authenticity. At the commencement of the war with Spain, he was, in his passage to the Mediterranean, at-

tacked

tacked by a Spanish man of war commanded by a knight of Malta. Notwithstanding the superiority of his antagonists force, captain Kempthorn defended himself, for a considerable time, with the greatest spirit; but at length his shot failing, he was obliged to have recourse to a most costly, and unusual mode of defence. Having several bags of dollars on board, he substituted them in the place of the ordinary charge, rightly judging it was, at all events, better to annoy, than enrich his enemy. His newly invented shot did so much mischief to the Spaniard's rigging that he was very near getting clear, when an unlucky shot rendered him incapable of any farther resistance. In fine, he was boarded, taken, and carried into Malaga. The noble person to whom he had become captive, admiring, like a truly brave man, the gallantry of a foe, treated him with the utmost respect; and after a short time, during which he could scarcely be said to be a prisoner, sent him back to England. A few years afterwards this very knight was himself captured by commodore Ven, and, how unlike his treatment of our countryman, sent prisoner to the Tower. Captain Kempthorn, gallant as the Spaniard, was also not inferior to him in generosity. He rested not a moment till he had procured his enlargement (though such were the narrow-minded principles of warfare at that day) at the most considerable expence, and, indeed, inconvenience to himself. As true merit rarely fails to be the parent of its reward, so the credit acquired by sir John in the action, aided by his generosity, and noble gratitude in the latter instance, so elevated him in the opinion of his countrymen, that humble, and almost unknown as he was previous to those events, they became the firm, and unshaken foundation of his future fame, and fortune. The character and sufferings of his father, who had been totally ruined in consequence of his steadily adhering to the cause of royalty, in addition to the fame he had himself so justly acquired, served as so many recommendations, and inducements to him to enter into the king's service, which he did soon after the restoration. His first appointment to a command was in 1664, when he was made captain of the Kent; and in the course of the same year was removed, first into the Dunkirk and afterwards into the Royal James.

In the first action between the English and Dutch fleets he commanded the *Old James*, and early in the year 1666 was promoted to the *Royal Charles*, the ship on board which the duke of Albemarle had hoisted the standard. The eminent manner in which he had behaved under the very eye of the commander-in-chief, procured him the honour of being promoted, immediately after the action, to act as * rear-admiral of the blue; he consequently removed into the *Defiance* of sixty-four guns, and is mentioned in the accounts of the second action, published under the sanction of government, as one of the gallant persons who eminently distinguished themselves. He was sent, not long afterwards, to the Straights, with a convoy. His care, diligence, and attention to his charge tended still farther to encrease the reputation he had already gained in war, and might have occasioned a doubt in the minds of men, whether he shone more conspicuous in the heat of battle or in the more peaceable and prudential duties of his office. He returned with a numerous fleet of merchant ships † under his convoy, in the month of May 1667. In the following year he was appointed to the *Warspight*: he was removed soon afterwards into the *Mary rose*; and having sailed again to the Straights, he fell in, on the 29th of December 1669, during his passage from Salée to Tangier, with seven Algerine men of war, and after a very smart action of four hours continuance, not only preserved the merchant ships which were at that time under his convoy, but compelled the corsairs to consult their own ‡ safety by an expeditious flight, an enterprize sufficient of itself to im-

* This appears to have been only an honorary appointment, *pro tempore*, for we find him, though nominally, a flag officer, acting as a private commander of a ship of war many years afterwards.

† "Lime, May 13. Our four expected vessels which returned with the Straights fleet came in here on Saturday last; they highly commend the care and conduct of admiral Kempthorne, by which not any vessel under his convoy miscarried."—*Gaz.* No. 156.

‡ Lediard says that two or three were sunk; but no such circumstance appears in the account of the action given at the time it took place. It is said, indeed, the admiral's ship, and two others, received so much damage as to be in immediate danger of sinking, and to have been with the utmost difficulty kept above water.

mortalize his fame. He had in the action twelve men killed and eighteen wounded, and received so much damage in his masts and rigging, as to be obliged to put into Cadiz to refit. He sailed from thence on the 8th of March, having under his convoy a fleet of sixty-four sail; and immediately after his arrival in England received the honour of knighthood*. In 1671 he was appointed commander of the *Victory*. On the commencement of the second Dutch war, being again called into service as rear-admiral of the blue, he hoisted his flag on board the *Saint Andrew*, a second rate. In the *Solebay* fight, without incurring the obloquy thrown on the character of sir Joseph Jordan, he, as rear-admiral of the same squadron, was one of the commanders who, by working to windward, weathered the Dutch towards the conclusion of the engagement, and completed their defeat. His merit was so conspicuous that he was soon afterwards promoted to be rear-admiral of the red, and in the following spring to be vice-admiral of the blue. He still continued in his old ship the *Saint Andrew*. In the first action which took place in the year 1673 the blue squadron, commanded by sir Edward Spragge, was opposed to the Dutch admiral, Van Tromp, and totally defeated him. In the second engagement, inasmuch as the victory was stronger contested, by so much had he the greater opportunity of rendering himself conspicuous, and historians have not forgotten to record his eminent services †. In 1675 he may be said to have, in some measure, retired from service, being, on the 25th of November, appointed commissioner of the navy at Portsmouth. This, though a place of profit and considerable consequence, was by no means coveted by sir John. If we may credit public report, he was considerably disgusted at being removed as it were out of the active line of service, in which his gal-

* On the 30th of April 1670. It is particularly said in the notification, that this honour was conferred on him for his very great valour and conduct shewn against the pirates of Algiers.

† "The battle was now renewed between these two great rivals, Sir Edward Spragge and Van Tromp, for glory, with equal fury; and their seconds were not behind hand with them in bravery, among whom the lord Ossory and sir John Kempthorne eminently distinguished themselves."—Lediard, page 603.

lantry as well as prudence undoubtedly entitled him to the highest promotion. He could not, however, be said to be totally laid aside, for, on the prospect of a war with France, he was, on the 12th of March 1677-8 appointed vice-admiral, under sir Thomas Allen, of the fleet in the narrow seas, and hoisted his flag on board the Royal Charles on the 26th of March following. Hostilities gave place to more peaceable and prudent councils; and the fleet being very soon afterwards dismantled, sir John returned again to the duties of his civil employment. He did not long continue to enjoy it, or may rather be said not to have enjoyed it at all, chagrined by disappointment, as well as by the discourteous manner in which he was treated by the government, or rather cabals of the court, he died on the 19th of October 1679, leaving those, whose intrigues are said to have hastened his death, to lament that worth which they could not but admire, though they did not properly reward. A celebrated writer has summed up his character thus, at once elegantly, and concisely, "he was a most zealous Protestant, a gallant officer, and an HONEST man."

LAWSON, William,—commanded the Coast frigate in 1664.

LEVENTHORPE, Edward,—commanded the Beare at the same time.

LONG, Richard,—was also in the same year made commander of the Nightingale and sent with a convoy to the Streights, but nothing farther is known of him.

LLOYD, John,—was appointed captain of the Dragon in 1664, of the Yarmouth in 1665, and the Plymouth in 1666. During the time he commanded those ships he was present at the three great engagements which took place between the English and Dutch fleets. In 1668 he returned to the command of his old ship, the Yarmouth; in the following year he removed into the Swallow; and on the commencement of the second Dutch war was made captain of the Triumph, a second rate, a trust worthily reposed, in the hour of danger, in a man who appears, on all occasions, to have well-deserved the thanks of his countrymen, and the confidence of his commanders.

MOULTON, Robert,—commanded first the *Happy Return*, and secondly the *Centurion*, in 1664: in 1665 he was promoted to the *Vanguard* of sixty guns; and in the following year, the last in which he had any command, was removed into the *Ann*.

PEARCE, John,—it is a painful task to be obliged, among such an assemblage of brave men, to insert the name of a single person who appears to have induced even a shadow of disgrace on a profession, which ought never to be beheld, but in the most honourable and advantageous light. There is, however, this consolation, for those whose over-delicate feelings may become irritated on such an occasion, that it is, perhaps, impossible, in any other body of men equally numerous, to produce more who have been an ornament, or fewer who have been a disgrace to their country. Captain Pearce was appointed to the *Convertine* in 1664*, and the *Hambro' Merchant* and *Portland* successively in 1667. In 1669 he was, fatally for himself and his posthumous reputation, made commander of the *Sapphire*, and sent to the *Streights*. On the 31st of March 1671, being then on a cruise off Sicily, and seeing four sail approaching him, he instantly concluded them to be Turkish corsairs†, and, notwithstanding the remonstrance of the master and the whole ship's company, who unanimously expressed their eagerness and desire to fight, persisted in running the ship ashore, by which means she was totally lost: thus it is, that a man, devoid of spirit, wishing to avoid one danger, rarely fails to meet a greater. At a court-martial, held on board the *Bezan* yacht on the 17th of September following, he was, by the general, and unanimous consent of all the members, condemned to be shot, together with his lieutenant Andrew Logon, who was deemed equally culpable.

PEARCE, Jeffery,—an officer totally opposite to the foregoing in every particular, save that of being of the same name. In 1664 he served as lieutenant of the

* This ship was one of those taken by the Dutch, in the action with the duke of Albemarle, June the 1st, 1666. We believe her to have been at that time commanded by captain Pearce.

† Though in reality, as it afterwards proved, they were not so.

Dover; and in the same year, as well as again in 1667, was appointed to command her. In 1669 he commanded the *Eaglette* ketch; and in 1672, at the commencement of the Dutch war, was promoted to the *St. George*. The battle of Solebay taking place soon after, he fell (a complete contrast of the foregoing person) supporting to the last moment of his life the honour of his profession, and the interest of his country.

PENN, Sir William.—Of the early part of this officer's life we have no account, so that the first mention we find made of him is when rear-admiral * on the Irish station in 1648; again also in the year 1651, when, as a commander in the *Streights*, he pressed so closely on prince Rupert, as to oblige him to quit those seas, and sail to the West Indies; and afterwards as vice-admiral to Blake in the year 1652, at the time he defeated the Dutch fleet under De Witte and Ruyter. Whitlocke has borne ample testimony to his merit † in this action, during which he appears to have rendered very eminent service, notwithstanding he had the misfortune to run a-ground almost before it commenced. This ill omen of future success was averted by his activity in getting his ship speedily off the Kentish Knock, on which she had struck. He served in the same station under the joint admirals,

* This appears from a MS. No. 1708. *Sloanian Coll.* Intituled, "Instructions given by the committee of lords and commons for the admiralty and cinque ports. To be duely observed by all captains and officers whatsoever, and common men respectively, in the fleet, provided to the glory of God, the honour and service of the parliament, and the safety of the kingdom of England. Dated Westminster, May 2, 1648.

† Signed, —

"Directed to our loving friend
captain Will. Penn, capt. of the
Assurance frigate, and rear-admiral
of the Irish Squadron."

"Edw. Montague,

"John Rolle,

"Giles Green,

"Val. Erie,

"Alex. Bennet."

* Vice-admiral Penn demanded whether he should leave the general and bear up among the enemy; it was answered, "that we should bear in all together, as soon as some more of our fleet should come up. About four o'clock, most of the fleet being come near, they gave some single shot in a bravado to our general, who bore in among them, and the vice-admiral filled to bear after him." — Whitlocke's Mem.

Blake and Deane, in the month of February 1652-3, when the English fleet obtained an advantage over the same enemy still more signal than the foregoing. According to Campbell, Lediard, and others the best historians, the Dutch lost nine, or, as some say, eleven men of war, besides a considerable number of merchant ships, which were taken by Penn's division. In the month of May following, when Cromwell had assumed the protectorship, and the fleet was put under the joint command of Monk and Deane, Penn was continued as vice-admiral of the fleet. In the action which took place in the month of June, with the Dutch fleet under the command of Van Tromp, Penn was boarded by that commander, who being beat off, was, in his turn, boarded by Penn, and obliged to blow up a part of his deck in order to clear it of the English, who had rendered themselves masters of it. Penn was not to be discouraged by this repulse; but entering a second time would have, in all probability, captured him, had he not been very timely relieved by De Witte and De Ruyter. The Dutch were completely defeated, but not yet sufficiently humbled, by this disaster. Although they made some private overtures to Cromwell for an accommodation, they used such almost incredible exertions in reinforcing and re-equipping their fleet, that by the latter end of July Van Tromp, when joined by De Witte, was enabled to put to sea with a fleet consisting of one hundred and twenty ships. A most bloody and decisive action took place on the 29th of July. To the victory gained on this occasion, the gallantry of Penn, ably seconding the determined courage of those two well-known heroes, Monk and Lawson, not a little contributed. The loss of the Dutch was irretrievable, not only in that of their ships but that of the brave Van Tromp, who was shot through the heart with a musket ball. Peace, the natural consequence of so great a misfortune, took place in the ensuing spring. Freed from the apprehension of one enemy, Cromwell, whose extensive mind was ever bent on conquest, delayed not to provide himself quickly with another. He accordingly caused a formidable fleet to be fitted out early in the year 1654. The design was one of the greatest, considered as a national object, that ever was projected. Hispaniola, Cuba,

Cuba, Porto Rico, in short all the Spanish settlements in the West Indies were its destined victims. The chief command of this fleet, which consisted of no less than thirty men of war, was bestowed on Penn; but through some unaccountable, or, perhaps, unavoidable delay in the equipment and embarkation of the provisions and land forces which accompanied him, under the command of Venables, the Spaniards had sufficient time to prepare for their defence; and assisted, as well by the disagreement which has unfortunately *heretofore* too frequently prevailed between commanders of different tempers and services, as by the total want of discipline and subordination which prevailed among the land forces, the expedition was, in its first object, rendered abortive. Foiled at Hispaniola, they next bent their course to Jamaica. In this enterprise they were more fortunate; and after a resistance, comparatively trivial, succeeded in annexing to the dominion of Britain, an island which has ever since been deservedly rated among its most valuable possessions. Penn, however, knowing well the temper of the protector, his master, and dreading, perhaps, the effects of his resentment, felt himself considerably chagrined at a disappointment to which he could not, with propriety, be said to be instrumental. Under this dejection of spirits he resigned his command to vice-admiral Goodson; and returning to Europe* was, on his arrival, arrested by Cromwell's order and sent prisoner to the tower. His confinement was not of long duration. Historians are, in general, of opinion, his speedy release was owing to his having, in very submissive terms, acknowledged his offence to the protector: but it might have been with greater probability, perhaps, attributed to Penn's having fully acquitted himself, to him, of the charge of misconduct; for it can scarcely be believed, a man of Cromwell's peremptory and impetuous disposition would have been satisfied for the miscarriage of so dear and favourite an object, by the mere empty pomp and pageantry of apology and compliment. Admiral Penn had no further appointment during the protectorate; nor does he appear,

* In September 1655.

as might naturally have been expected, one of the most conspicuous and leading characters in the restoration. But having been long, though secretly, attached to the cause of royalty, he was ever considered as one of its most sincere and steady friends*. His known ability in the management of all maritime affairs procured him to be nominated, immediately after the restoration, a commissioner of the admiralty and navy, with a salary of five hundred pounds a year†. He is said to have owed this appointment to the friendship, and special recommendation of the duke of York. Nor is this assertion at all improbable, when we consider the intimacy which ever continued to subsist between them, and the implicit confidence placed by the duke in his advice. Clarendon informs us, that after the commencement of the first Dutch war, the duke daily consulted, for his own better information and instruction, with sir John Lawson, sir George Ayscough, and sir William Penn, on whom the noble historian bestows the following well-deserved encomium, "that they were all men of great experience." But at the conclusion of the characters given by him of these three great persons, draws a comparison between the abilities of the two former and those of sir William, not very advantageous to the latter. This is not strictly generous‡, and may leave an unfavourable impression on

* On the arrival of king Charles, Penn was among the first of those supporters of his interests who received the honour of knighthood. "Sir William Penn, commissioner of the admiralty and navy, knighted June the 9th, 1660."—Arch. Her. Coll.

† On the 4th of July 1660, in the duke of York's Memoirs, is a report on the state of the navy, signed by sir William Batten, sir William Penn, and Samuel Pepys, dated September the 4th, 1660. Sir William Penn appears also, by a letter from sir William Coventry to him, dated March the 22d, 1660-1, to have been principally entrusted, by the duke of York, in the management of the navy.

‡ And seems strongly refuted, as well by the high trust reposed in him by Cromwell, who was well known to have employed none but men of high ability, and known experience, as by a very elaborate well-digested Treatise, said to have been written by him, on the duties of admirals, commanders, and officers of all ranks, still preserved in MS. in the British Museum, (Sloan. Coll. No. 3022.) and which incontestibly proves him to have been a man of the most exalted understanding, penetrating judgment, and unwearied attention. In the same volume are several sets of instructions, to different commanders, signed Geo. Monk and William Penn, dated 1653.

the minds of some, when proceeding from a man of Clarendon's acknowledged penetration and judgment: but we must beg to remark, such comparative observations are at best unfair, and prove nothing decisive to the discredit of an individual. Pompey would have ever been esteemed the greatest general of his time, had he not been opposed to Cæsar: and Penn must also be held as a man of consummate knowledge, and experience, especially when not put in competition with two such men as Aylscough and Lawson, men whose more glittering services, in the line of their profession, aided by their ever-to-be-lamented misfortunes, have rendered them more the objects and idols of popular favour. When the rupture with Holland drew near, sir William Penn was appointed, by the duke of York, commander-in-chief in the Downs*, as appears by his orders, dated at Portsmouth the 11th of November 1664, instructing him to seize and detain all such Dutch ships and vessels as he should meet with. When the duke went himself to sea in the following year, sir William was appointed captain of the fleet, with the rank of vice-admiral, and consequently to serve on board the Royal Charles with the duke. Clarendon assigns the following reason for this appointment, which was at that time singular, and new in the service. "There was somewhat of rivalry between sir George Aylscough and sir William Penn, because they had been in equal command; therefore the duke took sir William Penn into his own ship, and made him captain of it, which was a great trust, and a very honourable command, that exempted him from receiving any orders but from the duke, and so extinguished the other's emulation." At any rate there cannot be a stronger proof of the duke's attachment and high opinion, than his entrusting him with such an office, by which he, in effect, confided to him the guardianship of his honour, and, as his lieutenant, the direction of the fleet. Sir William has been very fortunately almost exempt from any part of the obloquy attempted to be thrown on different characters, in consequence of the fleet's shortening sail after the action, instead of vigorously pursuing the Dutch to their own ports. On the duke of York's quit-

* It is not known on board what ship he hoisted his flag.

ting the command of the fleet, sir William was promoted to be admiral of the white. He hoisted his flag on board the Royal James. But no further action took place during that year, except the attack on Berghen, in which he was not concerned. On the return of the fleet he quitted the line of active service; and still continuing high in favour with the duke, was appointed, on the 16th of Jan. 1666, comptroller of the victualling accounts. How long he continued to enjoy this office is unknown*, as well as the time of his death.

REEVES, Sir William,—was made lieutenant of the Henrietta in 1664; and towards the end of the same year was promoted to the command of the Mary rose. Before the fleet went to sea in the ensuing spring, he was appointed to command the Essex, one of the ships afterwards unfortunately captured by the Dutch, in the long action between De Ruyter and the duke of Albemarle. The gallantry with which captain Reeves defended his ship was too conspicuous to be passed over in terms of general praise†. He received, towards the conclusion of the

* We find he had not quitted it in the month of March 1668.

† Even the Dutch themselves bore honourable testimony to his gallantry, although their treatment of him appears by no means to have kept pace with their praise. "We cannot but admire (say they) the courage of the English, particularly of captain Reeves, our prisoner, who, though much wounded, when he saw his vessel must inevitably fall into our hands, threw himself twice overboard, to avoid being taken, but was recovered by our men."—Ext. of a Letter from the Hague, dated June 29, 1666.

The cause of captain Reeves's attempting his own destruction is very differently accounted for by himself, and in the following terms. "That they led him to the deck, and seeing him wounded immediately stripped him to his skin; that he was then conveyed into a Dutch boat, and brought on board a man of war, whose captain refused to give him the assistance of his chirurgion, and in which ship he was forced to lay several hours covered only with a rug: the next day he was sent to Flushing without any care taken of him, or allowance made to him, during the passage. He, "certainly in consequence of his ill-treatment," *flung himself overboard*, but was again recovered by the men's board-hooks, and, notwithstanding his ill condition, put in irons. For the space of three days he received no sustenance, till at last, being nearly perishing, he was removed to a provost's house, where, by the care of the chirurgion, he, contrary to all expectation, recovered; but still was kept almost naked and in chains!!! Let us however remark,

the action, in which he had eminently distinguished himself, a musket shot a little below his right temple, which passing diagonally, lodged in his throat on the left side, and occasioned such an internal effusion of blood as deprived him of his speech. He himself was, consequently, rendered incapable of command; most of his officers were wounded, and those on whom, in this distressed situation, the command devolved, were obliged to bring the ship upon the heel to stop some shot-holes which she had received under water. In this perilous state the Bull, another English man of war, which was nearly as much disabled as the Essex, fell on board her. The Dutch taking advantage of this accumulated distress, boarded and took possession of her. It is reported that captain Reeves, when he had a little recovered himself, endeavoured, in conjunction with his gunner, to have blown the ship up, but found the powder-room in the enemy's possession, who had wisely taken the proper precautions for its security. This desperate attempt of captain Reeves might, probably, be used by the Dutch as an excuse for their treatment of him. Having recovered his wounds, he returned to England at the conclusion of the war; and was, on the prospect of a rupture with France in 1668, appointed commander of the Monck. He was not called again into service till the year 1673, when he was made captain of the Henrietta. He behaved with so much intrepidity in the action which took place on the 28th of May, between the Dutch fleet and the English, under the command of prince Rupert, that he made him, in his letter to the Earl of Arlington, the subject of particular commendation, in the following

as some sort of palliative for such infamous conduct in a civilized enemy, that Holland, and the whole united provinces were, at that time, tyrannised over by that most unprincipled faction, of which the De Witte's were leaders, who maintained their authority only by their cruelty, and whom the vengeance of heaven suffered not to escape the justly roused indignation of a much injured people, *sublatâ causâ, tollitur effectus*. By this event Holland recovered that constitution which it had ever found productive of its happiness, and England that peace which could never have been permanent while those monsters of cruelty were suffered to exist.

* On his arrival he received the honour of knighthood.

terms,

terms. "Among those who especially distinguished themselves in my squadron, was sir William Reeves, who brought up a fireship and laid himself to leeward of Tromp; and if the captain of the fireship had done his duty, Tromp had been certainly burnt." He had been removed just before into the *Edgar*, in which ship he did not long continue, for we find him, in the action which happened on the 11th of August following, commanding the *Sovereign*, a first rate of one hundred guns. Falling in this memorable contest, he proved, to the latest period of his life, that the faculties of an hero are not to be depressed by bodily pain, or adversity, or contracted by the most eminent or apparent danger.

REYNOLDS, Jacob,—was appointed captain of the *Great Gift* in 1664, and of the *Hope* prize in 1666.

RUPERT, Prince.—This brave and eminent personage was the third son of the elector palatine, sometime king of Bohemia, by the princess Elizabeth, eldest daughter of king James the First. As the nephew of king Charles, at the commencement of that monarch's troubles, he came over to England, together with his brother Maurice, and offered the only means of service in his power—his sword*. From his youth, and that impetuous gallantry which so frequently attends high birth, he did not aid the cause of his royal uncle, so effectually as he, in all probability, would have done, had his zeal been tempered with more discretion. As a soldier, brave, almost beyond competition, the fiery quality of his disposition frequently led him to risk, and even lose a signal advantage, in the hope of rendering it more consequential. Ill brooking, what he thought, the disgrace of having had victory wrested from him, he was, at times, incapable of that exertion in difficulties which men, more cool and circumspect than himself, knew well how to use. The battle of Marston Moor is, among many others, a proof of the first, and the surrender of Bristol of the latter. The loss of this town so grievously affected the king, that he is said, by Rapin and other historians, to have ordered him, by letter, to depart the

* On the 24th of January he was created baron of Kendal, earl of Helderneffe, and duke of Cumberland.

realm, and to have revoked all his commissions. Whether this be literally true or no, it is certain he went abroad, under a parliamentary pass, soon afterwards, and repaired to the fleet which had just before revolted to the prince of Wales, where he is reported to have given such prudent advice, as, if followed, would have proved wonderfully beneficial to the royal cause. On the return of the fleet to Holland, prince Rupert was invested with the chief command. Towards the latter end of the year 1648 he sailed for Ireland, hoping, by his presence, to afford some countenance to the cause of royalty, shattered and desperate as it was, even in that kingdom. Pursued by the parliamentary fleet under the command of Blake and Popham, superior to him both in numbers and equipment, he was obliged to take refuge in the harbour of Kinsale; from whence, after having suffered a blockade for some time, he formed the desperate, though necessary resolution of forcing his way through the enemy. He accomplished this on the 24th of October, though not without the loss of three of his ships. After this escape he stood over to the coast of France, seizing, by way of retaliation, on every British vessel that he fell in with. He intended to have made his way to the Mediterranean, but with what view, as is observed both by Clarendon and Campbell, does not appear. Misfortune still attending him, his fleet received considerable damage, on the coast of Spain, by a storm, which obliged five of his ships to take shelter in Carthage. To add to their distress, Clarendon reports they were very ill treated by the Spaniards, who not only plundered two of his ships, but also compelled several of his men to enter, contrary to their inclinations, into their service. Pursued thither by Blake, he was again obliged to betake himself to flight; and seeking refuge in the Tagus, he there experienced an hospitality he had hitherto been a stranger to. The Portuguese, at the risk of their own peace, were spirited enough to fit out a fleet of thirteen sail to defend him from attack while he continued between the Capes*. This they did at extreme hazard and loss to themselves, Blake having, in consequence of their conduct, attacked, taken

* Cape Esparteil and Cape Finisterre.

and destroyed their Brazil fleet. After quitting the Tagus he took shelter in Malaga: thither he was again pursued by Blake, and again compelled to make a precipitate retreat. But being unfortunately overtaken by him on the 5th of November 1650, he then lost two of the best ships in his squadron, the Roebuck and Black Prince. Having escaped total destruction with this partial loss, he cruised in the Mediterranean and Adriatic sea, rather in the stile of a Buccaneer, making prizes, indiscriminately, of such English, Spanish, or Genoese ships as fell in his way, till finding the miserable remains of his fleet now reduced to five men of war and two fireships, grievously pressed by Penn; the merchants also being rendered cautious by their repeated losses, and little further success being expected in that part of the world, he sailed for the West Indies, whither his brother, prince Maurice, had, with a division of the squadron, proceeded some time before. Here they hoped for, and actually met with many rich prizes, the only resource they now had for the pay and subsistence of their people; till in the end, prince Maurice being lost in the Constant Reformation, and the rest of the squadron miserably shattered in a storm, being deficient in every article necessary for their re-equipment, it became indispensably necessary to return to Europe. Having arrived there in safety, and disposed of his ships which remained, together with their prizes, at Nantz, and paid the men with the money produced by the sale, as far as it would extend in discharge of their demands, he laid aside, for a time, his office of admiral. In this function, though he may not have rendered himself conspicuously great, yet, considering the urgency of his affairs and his total want of experience in an occupation he was, as it were, compelled to embrace, through necessity, we may rather admire the ability which conducted him through such difficulties and perils, with so little ill success, than condemn that, as inexperience and misconduct, which may, probably with greater propriety, be called misfortune. Having quitted this line of service he retired into Germany*, where he continued to reside till the restoration.

Return-

* Clarendon charges him, on this occasion, in rather harsh terms, with having quitted the king's service. The enmity that subsisted between

Returning to England soon after that event took place, he was, on the 28th of April 1662, sworn a member of the privy council; and, in the year 1664, was appointed admiral of the fleet fitted out for the purpose of watching the motions of the Dutch. He hoisted his flag on board the *Henrietta*, but very soon afterwards removed it into the *Royal James*. No notice is taken by Campbell either of this appointment or of his having served, during the following year, as admiral of the white, at the time the English fleet, under the duke of York, engaged and defeated Opdam*. Of his gallantry in that action, the Narrative published of the victory bears the following very handsome testimony. "The first salutes the Dutch received from prince Rupert's Squadron, animated by the example, as well as orders of that valiant prince, made them doubt whether the victory over the English were either so certain, or so easy, as the Heer de Witt, and their other countrymen who were to stay at home, had persuaded them." When the duke of York quitted the command of the fleet, which he did soon after this action, prince Rupert left it also, and was succeeded in his command by sir William Penn. He returned to the service in the following year, being appointed commander-in-chief of the fleet jointly with the duke of Albemarle. The fleet had hardly put to sea, when, on intelligence being received that a French squadron was coming up the channel to join the Dutch, prince Rupert was detached with the white squadron, under sir Thomas Allen, to oppose them; and on that report quickly proving unfounded, returned to join the duke of Albemarle, whom he found much pressed by the superior numbers of the

between these two great men is well known; and it is remarkably easy, on such occasions, for the human mind, however noble its disposition in other respects, to warp itself into the encouragement of a calumny.

* Campbell, however, makes the following very just remark on his character. "By this time his highness's fire was, in some degree, qualified, and his judgment became cooler and fitter for the discharge of great employments: when, therefore, in the year 1666, the king entrusted him, in conjunction with the duke of Albemarle, to command the fleet, he discovered all the great qualities that could be desired in an admiral."

Dutch,

Dutch, against which he had most bravely contended for two days. The critical arrival of the prince turned the scale in our favour, and the Dutch were at last compelled to make rather a precipitate retreat, after having sustained a considerable loss. The fleets of both nations being refitted, a second action took place on the 25th of July following. Prince Rupert and the duke of Albemarle, as joint commanders-in-chief, hoisted the standard* on board the Royal Charles, so that it is impossible to attribute a greater merit in the ensuing victory to one than the other. Indeed the comparison would be on one hand an ill compliment to the duke, whose abilities and experience could only be exceeded by his valour, while on the other the noble character of the prince, so well known and established by his former intrepid actions, would suffer no degradation if it were even believed to be inferior only to that of Monk. The duke of Albemarle having quitted the fleet soon after this victory, the sole supreme command vested in prince Rupert, who having, in the autumn, received information that the Dutch fleet was at sea, endeavouring to join the French fleet under the duke of Beaufort, consisting of forty sail, he immediately failed in pursuit of them; and having driven them into Bullogne road, would in all probability have taken or destroyed the greatest part of them, had he not been compelled, by a storm which suddenly rose, to put back to St. Helens. In the following year we had no fleet at sea; and peace being concluded at Breda, towards the end of the summer, prince Rupert was not called again into service till the year 1672, when the second rupture with Holland took place. During this interval, he was employed in prosecuting those studies to which he had been ever attached, and through which he has very justly attained the character of a judicious artist, an ingenious mechanic, and a profound philosopher; in all which branches of knowledge, heterogenous as they are, he very eminently excelled. His public conduct has been the subject of much panegyric among historians, and de-

* This was, at that time, always borne by the lord high admiral. When the earl of Sandwich succeeded the duke of York in the preceding year, he continued to carry the standard as representative of the duke; for the same reason it was now borne by prince Rupert and the duke of Albemarle as his successors.

feveredly so, if we consider that, amidst the intrigues of government on one side, the turbulence of a disappointed and enraged party on the other, the contending interests of opposite principles both of polity and religion, and above all the, perhaps, justly excited clamours of those who feared the subversion, or, at least, alteration of both, prince Rupert continued, in an eminent degree, to possess the esteem and confidence of all. Employed by that government whose measures he never supported, and applauded by those who were uniformly in opposition to the court; he might be considered either as a phenomenon of political prudence, a most consummate judge of the tempers and passions of men, or as a personage of the most tried and unshakable probity, whom intrigue could never purchase, and whom neither interest, nor the nearest ties of royal consanguinity and favour could ever persuade, or bias, from the conscientious discharge of his duty to mankind. On the death of the earl of Sandwich, in 1672, he was appointed to succeed him as vice-admiral of England; and on the duke of York's quitting the command of the fleet almost immediately afterwards, it was conferred on prince Rupert; a change, at that time, highly grateful to the people, who had, with some reason, forgotten all their former attachment to the duke of York, and suffered the memory of his past services to be obliterated, by their just antipathy to his religious bigotry. He repaired to his charge early in the month of April 1673; and finding his ships in rather a backward state of equipment, and the Dutch fleet at sea publicly threatening to repeat their attack on our harbours*, in which they had in the preceding war been but too successful, he collected together, with the greatest activity and assiduity, as many fourth and fifth rates as he could; these, assisted by a few fireships, he stationed so judiciously, that the enemy thought proper to lay aside their mischievous project. Having taken upon him the command, and hoisted the standard on board the Royal Charles, he put to sea the middle of May; and having succeeded in forming a junction with the French

* And also to ruin, or, at least, much injure the navigation of the Thames, by sinking at the mouth of it a number of hulks and old ships filled with stores.

squadron, in spite of every attempt of the Dutch, who were much superior in number, to prevent it, he stood over to the coast of Holland, whither the enemy had retired. On the 28th of May he got sight of De Ruyter, who was laying at anchor, within the sands, at Schonevelt. In pursuance not only of his instructions, but his own inclination to acquire fresh glory on every possible occasion, he prepared immediately to attack them. The principles of naval tactics, established during the last century, were totally different from those of the present day; they rather resembled the operations of an army, than the manœuvres of a fleet; and, in consequence of this system, a detachment was made up of thirty-five frigates and thirteen fireships, as the advanced corps by which the intended attack was to be commenced. These were to retire, as soon as they found De Ruyter got under way to meet them, and quitted the strong position he then lay in. The project succeeding, the action commenced, about twelve o'clock, between the van of the enemy commanded by Van Tromp, and the detachment which had been made from our fleet. Tromp was attacked with so much spirit that he soon gave way; and, according to prince Rupert's own words, "retired as far as the sands would give him leave." The rest of the squadrons were as ill treated; and, in fine, a very decisive victory fell to the prince, though it was unattended with any of those valuable captures and trophies which sometimes grace such an event. This is in great measure accounted for by the prince, in his letter to the earl of Arlington: he there says, "that had it not been for fear of the shoals, we had driven them into their harbours, and the king would have had a better account of them;" and again, "I hope his majesty will be satisfied, that, considering the place we engaged in, and the sands, there was as much done as could be expected." The interval of hostility was remarkably short, for on the fourth of June following, the enemy "having had," as prince Rupert observes, "an opportunity of refitting, and furnishing themselves with every thing they wanted, in consequence of the advantage they derived from laying so near their own coast, and knowing also from the quarter in which the wind had always been since the action, that the English could not have had it in their power

power to do the same." They felt themselves encouraged to put to sea with a strong gale at N. E. The prince got under way immediately to receive them. The action commenced between Tromp and the van of the English about four o'clock in the afternoon, but did not become general till five. The fleets never closed with each other; but the cannonade continued, with great briskness, till it was dark *. At midnight the Dutch fleet tacked and stood over to their own coasts. Little can be said of this engagement, which scarcely deserves to be called more than a skirmish, except that, from the prince's own account, the Dutch went off in great disorder. The damage sustained by the fleet, added to the ill-condition in which it had put to sea at its outfit, necessarily compelled it to return. But such was the prince's diligence and activity, in forwarding the re-equipment of his ships, that he was enabled to put to sea, and again brave his enemy, almost as soon as they had received certain intelligence of his having quitted their coasts †. On the 11th of August these great competitors for fame, prince Rupert ‡ and De Ruyter, met for the third time. Their squadrons were opposed to each other; and from the cowardice, or what is, if possible, worse, the treachery of the French, under the count d'Estrees; the destruction of the prince appeared almost inevitable. The Zealand Squadron, under Bankart, freed from all apprehension of contest; or attack from the French, united itself to De

* The following account of this action is given in the Life of De Ruyter. "The day began to close before the shot on either side, betwixt the Prince and De Ruyter, began to do execution, but at length the English must confess, that to their great wonder, they first learned here, that the Dutch powder was stronger, and the guns longer, than their own. So prince Rupert having shifted himself from the Royal Charles into the Old Sovereign, and sir Edward Spragge rejoining the fleet, they fought at distance most part of the night; and by break of day, both fleets being out of sight of each other, the prince, with the loss of many men, and disabled ships, made for the Thames."

† On the 9th of July he was appointed first commissioner for the purpose of executing the office of lord high admiral, vacant by the resignation of the duke of York, in consequence of the Test Act.

‡ Who having shifted his flag from the Royal Charles to the Sovereign in the former action, still continued on board the same vessel.

Ruyter, and with their force thus combined, fell upon, and wholly surrounded the prince, in such a situation, the personal efforts of a man are particularly essential to his preservation; and on such occasions, not courage alone, but extraordinary presence and exertion of mind, as well as body, become necessary to extricate him from distress. Surrounded by enemies, and deprived for a time of almost all assistance from his friends, he did not yet despair. Having beat off those ships by which he was more immediately pressed, he contrived to rejoin sir John Chicheley, the rear-admiral of his own division, who had early in the action been cut off from him by the Dutch, and with this reinforcement not only effectually cleared himself of his antagonists, but about two o'clock made sail to rejoin the blue squadron under sir Edward Spragge, at that time very hotly engaged with Van Tromp. De Ruyter perceiving the prince's intention, made sail after him, to assist Tromp. When prince Rupert reached the blue squadron, he discovered the miserable condition to which it was reduced, the admiral's completely disabled, and several of the other ships in a state very little superior. Seeing that Van Tromp had tacked, and was bearing down to fall upon the crippled ships, he ran between them and the enemy, and made a signal for such of the blue squadron as were in any condition for service, to fall into the line. He repeated the same signal to the white squadron, (the French under the count D'Estrees) which, though it had sustained little or no damage, and might have completely extricated him from his distress, never shewed the smallest inclination of coming to his relief. Of the blue squadron the vice and rear admiral's* ships alone were by this time, through the great activity of their commanders, so far reformed as to be capable of obeying the signal. About five o'clock De Ruyter, with the whole of his division, having joined Van Tromp, the contest was renewed, if possible, with greater spirit and obstinacy, than in the earlier part of it; and although the prince had a force not exceeding thirteen ships to sustain this truly formidable attack, yet so successful were the valorous efforts of this naval phalanx, that, after having fought about two hours,

* Sir John Kempthorne and the earl of Ossory.

the Dutch began to give way and fall into confusion; this was very critically increased by the prince, who, at this instant, sent two fireships among the disordered squadrons of the enemy, and by that step compleated his own deliverance, and their overthrow. After so severe and bloody a contest, it must naturally be supposed his fleet, notwithstanding it was freed from all apprehensions of future attack, must be in an ill condition to keep the sea. The prince, therefore, by returning into port, as wisely provided against the attacks of the elements, as he had just before against those of the enemy. He is said to have been received, at his return, with some degree of coolness by the king, a coolness certainly unmerited by any part of his conduct in the preceding action, and which, as it wanted a foundation, quickly vanished, as soon as the malice of his enemies became apparent, and their interest weakened. Although he might be said, from this time, to have, in some measure, retired from public service, he still retained his office of first commissioner of the admiralty, and the government of Windsor castle; here he generally resided, cultivating those arts which he had been long distinguished as the admirer, and patron of. Among other inventions and discoveries attributed to him, is, that particular mode of engraving universally known by the name of *mezzotinto*, and the art, since lost*, of melting wadt, or black lead, so as to render it as perfectly fluid as any metal †.

He

* This process is in some measure explained by Lewis. "Probably the way which prince Rupert is said to have had (mentioned in the third volume of Dr. Birch's History of the Royal Society) of making black lead run like a metal in a mould, so as to serve for black lead again, consisted in mixing it with sulphur, or sulphureous bodies." *Commerc. Philos. Technol.* p. 328.

† He is also recorded, by Dr. Birch, in the *Hist. of Roy. Soc.* as the parent of the following inventions. "A particular kind of screw applied to a quadrant at sea, by the aid of which it was secured from receiving any alteration, either from the unsteadiness of the observer's hands, or the violence of the ship's motion. A gun, which discharged several bullets with the utmost safety and rapidity. A singular improvement in the art of manufacturing gunpowder, so that its force was augmented as 21 to 2. A very curious engine for the purpose of raising water. An instrument for the more expeditious and accurate drawing of perspective, for which the society appointed a special committee, of their members, to return him thanks. And a new and ad-

He quitted the office of commissioner of the admiralty on the 14th of February 1679; and as his years advanced, continued gradually to seclude himself more and more from those court intrigues which he had been ever averse to, and to which he had been, in some sort, a temporary victim. He at length died, at his house in Spring Gardens, on the 29th of November 1682, in the 63d year of his age, and was buried in Henry the VIIth's chapel, with a solemnity befitting his high rank. No person, perhaps, ever possessed a more varied, and, in *some* instances, more exalted character. In his religion he was a steady Protestant, and in his political principles a constant friend to the constitution. The character of a statesman he never aspired to; and in the humble station of a private person we have already allowed those merits so justly his due, which would alone have been sufficient to have rescued from oblivion and obscurity, a person of meaner birth, and which, while they elevate the man, disgrace not the prince. As a soldier he was naturally brave, even to an almost unjustifiable contempt of danger; but that bravery was alloyed by a contempt of advice also, which frequently rendered him the dupe, and easy conquest of superior Prudence. He appears to have considered it beneath the character of a warrior, to endeavour to conciliate the affections of those whom he commanded, and on most occasions to have relied more on the nerve and vigour of his own power, than the hearts of his soldiers: nevertheless, so captivating and conciliating is it to the human heart, for a great captain to persuade his followers of his insensibility of fear, that we have no instance of his ever being betrayed, or deserted, in that extremity to which his own imprudence had reduced him, by those whom he had rigidly, if not oppressively treated. His errors may principally be ascribed to his not discriminating well, between the lofty dictates of a prince, and the temperate, the conciliating commands of a general. He is reported, in the journal of a co-temporary officer of high rank, to have

vantageous method of blasting rocks in mines, &c." He is also noticed, by Dr. Hook, "as the inventor of a mode of making hail-shot, of different sizes."—Vide Spratt's Hist. Roy. Soc. p. 258. He also is acknowledged to have been the original contriver of that composition called from him, Princes Metal.

put *in irons* the commander of the ship which brought over the corpse of the duke of Richmond from Denmark, for no other reason than because he had imprudently, and contrary to the rule of service, hoisted a black flag, in compliment to the deceased, instead of that which he ought to have displayed: yet, after all, it must be allowed this noble prince's errors were greatly overbalanced by his virtues; and his greatest enemies cannot but highly applaud many points both of his public, and private character, while there are a few others, which his warmest friends would neither chuse to imitate, or attempt to defend.

SALMON, Robert,—was made commander of the *Fairfax* in the year 1664; and it is somewhat extraordinary his name does not again occur till the year 1678, when he was appointed to the *Quaker ketch*. No further particulars relative to this gentleman are known.

SANSOME, or SAMPSON, Robert,—was appointed to the *Mary Rose*, and *Dunkirk*, successively, in the year 1664. He hoisted his flag, on board the latter ship, as rear-admiral of the fleet sent out under the command of prince Rupert, when the rupture with the Dutch was first expected. In the following year he was made rear-admiral of the white; and having hoisted his flag on board the *Resolution*, was one of the gallant and unfortunate commanders, who, in all ages, have held their own personal safety as of no value when put in competition with the happiness, and glory of their native country. He was killed in the engagement between the duke of York and *Opdam*. The case of admiral Sansome, as an officer, most justly entitled to posthumous fame, is singularly unfortunate. He is commemorated by historians, only in the fatal moment which put a period to his existence, and extolled in such general terms as are, as his just due, bestowed on every man who fairly offers his life a tribute to his country's welfare. We remain totally ignorant of those more minute, though scarcely less interesting particulars of his life, which historians, nearly his contemporaries, might have furnished with less trouble to themselves, and more truth to posterity, than the most accurate and laborious investigation of the present day can attain, or hope for.

SARTAIN, Stephen,—was, in the year 1664, appointed commander of the *Giles* ketch; in 1665 he was removed into the *Eaglet* ketch; in the month of June 1666 he had the good fortune to capture two very rich merchant ships off the coast of France; and very soon afterwards falling in with seven of their men of war, was chased close into Jersey. Having worked so near the shore that the enemy's ships were afraid to follow him, they manned their boats and attempted to burn his ship, but captain Sartain made so good a defence, and was also so well protected by sir Thomas Morgan, from the shore, that one of them being sunk, the remainder thought proper to desist. In 1669 he was removed into the *Little Francis* fire-ship. We have not been able to obtain any further particulars relative to this gentleman; even the time of his death is unknown.

SEALE, Thomas,—having served as lieutenant of the *Resolution* in 1663, was, in the following year, appointed commander of the *Milford*. In 1665, having been promoted to the *Breda*, a fourth rate, he was prematurely slain in the unfortunate attack on Berghem.

SEYMOUR, Hugh,—was appointed lieutenant of the *Antelope*, and afterwards of the *Bristol*, in the year 1663. In 1664 he was successively appointed commander of the *Hector* and *Pearle*. In 1666 he was removed into the *Fore-sight*, a fourth rate, and was one of those gallant persons who fell (the price of that victory they had so strenuously laboured to share in, and obtain) on the 25th of July 1666.

SHELLY, Giles,—is known only as having commanded the *Royal Exchange*, a ship of war hired from the merchants, in the year 1664.

SHEPHERD, Robert,—was made commander of the *Ann* yacht in 1664, of the *Falcon* in 1666, and again of the *Ann* yacht in 1668.

SMITH, Sir Jeremiah,—was appointed commander of the *Mary* in 1664. In 1665 he was promoted to the *Sovereign*, and sent commander-in-chief of a squadron bound to the Streights, with permission to wear the union flag at his main-top-mast head, as soon as he was clear of the channel. He returned from thence with a convoy, in the month of April 1666, and was appointed admiral

of the blue. He hoisted his flag on board the *Loyal London*, a new ship, of eighty guns, and bore a very conspicuous share in the great victory gained over the Dutch on the 24th of July following. The blue squadron was the weakest of the three which composed the English fleet, while that of Van Tromp, to which it was opposed, was the strongest in that of the Dutch. Notwithstanding these fearful odds of real strength, rendered still more formidable in appearance by the well-known gallantry and ability of the commander, our English admiral bravely parried every attempt made by Tromp to throw him into confusion. Having, by feigning an inferiority and retreat, insensibly and subtly drawn Tromp to such a distance from the other divisions of his fleet, then very hard pressed by the red and white squadrons under prince Rupert, the duke of Albemarle, and admiral Allen, that he was incapable of rendering them any succour; admiral Smith, as soon as he perceived he had accomplished this end, immediately proceeded to make head against his antagonist, and compelled him also, in his turn, to retire. This signal advantage, with its consequences, concluded the most memorable naval transactions of this year. In the following spring he was appointed commander-in-chief of a squadron sent to the northward. By his diligence and activity he acquired this country very sufficient amends for the injury it sustained in the attack, made by the Dutch, on their ships in the Medway, by capturing a very considerable number* of their merchant vessels, bound from Norway and the Baltic, as well as to and from France, Spain, Portugal, and the Streights. So uneasy did the Dutch feel under these reprisals, that when they quitted the Thames, they sent a strong detachment northward for the purpose of attacking him. The two squadrons met not; and the peace, concluded at Breda, soon afterwards closed the hostile scene. In the month of October following he brought home a convoy from Kinfales. In 1668 he hoisted his flag as vice-admiral of the Channel fleet under sir Thomas Allen, at the time the war was expected to take with France. During the time† the fleet lay in the Downs, the admirals had the

* Vide Columna Rostrata.

† On the 23d of June.
honour

honour of a visit from king Charles and the duke of York. In the month of August following he shewed himself remarkably attentive to the honour of the flag, by compelling a French ship, which appeared to hesitate at paying the necessary and expected compliment, to come to an anchor, till her commander had made a proper and sufficient apology for his neglect. From this period he quitted the line of active service; but was, on the 17th of June 1669, appointed commissioner of the navy, with a salary of 500*l.* a year, besides an extra allowance for clerks and other incidental charges. We have not been able to obtain any further particulars relative to him, except that he sat as president of a court-martial, held on board the *Bezan* yacht, in the Thames, on the 16th of September 1670, for the trial of captain Pearce, of the *Saphire*, and his lieutenant. The time and place of his death is not known.

STAINSBY, John,—was made commander of the *Eagle* in 1664. From this time, to the year 1672, his name does not again occur. He was then made commander of the *Happy Return*, which is all we have been able to learn of this gentleman.

SWANLEY, John,—is to be remembered as having been commander of the *York* in the year 1664.

SWANLEY, George,—is also known only as having commanded the *Princess* in the same year.

TALBOT, Charles,—was descended from sir Gilbert Talbot, second son of John, the second earl of Shrewsbury; and notwithstanding his high rank, which, at that time of day might, by some persons, have been expected to have accelerated his promotion, served several years as a lieutenant before he attained the rank of a commander. In 1661 he was appointed lieutenant of the *Royal Charles*; of the *Royal James*, and *Reserve* in the following year; of the *Jersey* in 1663; and the *Golden Lion* in 1664. Soon as a rupture with Holland appeared unavoidable, Mr. Talbot was raised to the rank of commander, a promotion his experience, and length of service, appeared well to entitle him to. Having been appointed captain of the *Guardland* in the latter end of the year 1664, he was very active at the beginning of the war, and was fortunate enough to capture several of their merchant vessels.

In

In 1666 he was promoted to the *Elizabeth*, a small fourth rate, and sent, with a small convoy, to Lisbon, whence he returned in the month of May. His care, and diligence were particularly conspicuous in the execution of this service; for though he was attended for several days, during his passage, by two privateers, who made frequent efforts to attack his charge, and was also unfortunate enough to fall in with a French squadron of twenty sail off the rock, he, nevertheless, was so circumspect and skilful, that he carried all his ships in, with safety, though the enemy were, at one time, actually within gun shot. His ship not returning early enough to England, he was not present at the long and unfortunate action between the duke of Albemarle and the Dutch, but was so much disabled during the first day of the second engagement, as to be obliged to quit the fleet, and put into Harwich. Whether what might have been imputed to him as a misfortune than a crime*, was construed into an impropriety of conduct, we know not, but he appears, after this, to have had no command for some years: at length, on the 12th of April 1678, he was appointed, by king Charles the Second, commander of the *Mary Rose*, and sent to Newfoundland. On the 28th of March he was made captain of the *Falcon*, which is the latest information we have been able to procure concerning him.

TAYLOR, Robert,—was made commander of the *Bendish* armed ship in 1664, and had no other command till the year 1673, when he was appointed to the *Tulip* dogger.

TEDMAN, Henry,—was appointed captain of the *Unicorn* in 1664.

TICKLE, William,—served as lieutenant of the *Henrietta* in 1661; and was, in 1664, made commander of the *Martin*.

WITHERS, John,—was appointed to command the *Hind* ketch in 1664, and was re-commissioned to the same vessel in 1667. In 1672 he was made captain of the *Spy* shallop.

WOOD, Lambert,—was appointed captain of the *Sarah* pink in 1664. In 1669 he is said to have been

* His quitting the fleet.

sent as regulating captain to Bristol*, an employment in which he was singularly active and useful. Nothing further relative to him is known.

YOUNG, Benjamin,—was made commander of the *Adventure* in 1664, of the *Yarmouth* in 1666, and the *Fountain* in 1668. It is singularly unfortunate to the memory of a brave man, that nothing relative to him, worth recording, should appear, till we arrive at the painful task of relating the circumstances attending his death, in an action with the Turks, which, in point of gallantry, may vie with any, either at sea or land, that have occurred from the remotest antiquity to the present time. Having been appointed captain of the *Advice* in 1669, he was sent, in April 1670, to cruise in the Channel, in quest of some Turkish corsairs, who were become so very daring as to infest our very coasts. He sailed soon afterwards for the Streights, having a fleet under his convoy, in company with the *Guernsey* frigate, commanded by captain Allington. In the month of July following he fell in with a squadron of Algerine men of war, consisting of seven sail, off Cape De Gatt. The admiral and vice-admiral mounted fifty-six guns each, the rear-admiral sixty, and the smallest ship they had, not less than forty. Such were the odds with which our two frigates had to contend with, and such was the gallantry and good conduct of their commanders, that they not only defended themselves with success, but protected their convoy. As an accumulated distress to those who were already too weak, captain Young was among the first who fell: and it will be but a proper tribute to the memory of this brave man, as well as that of Mr. Barnardiston, his lieutenant†, to insert the following extract, from an account of the action as published by authority. “Notwithstanding the death of captain Young, who was among the first who fell, the two frigates so well defended themselves, that their vice-admiral was forced to bring herself upon the career, and might have been sunk had not the

* In which office he was, the following year, succeeded by his namesake.

† This gallant gentleman was, most probably, prevented by death, from attaining the rank of commander.

frigates tacked about to preserve their convoys. The next morning they made several proffers to come up again, but did not, till between twelve and one of the clock, and then evidently demonstrated their dislike of the former day's entertainment, taking care not to come near, fighting only with their great guns, so that their small shot did no execution; which fight they continued till about six of the clock in the evening, and then stood off to sea, leaving the frigates, with their convoy very safe, to pursue their course, and were the next morning out of sight. In this fight the Advice had seven men, besides the captain, killed, and fifteen or sixteen wounded." A loss trivial in itself, compared with the splendor of the action, had not the commander been unfortunately among the number of the slain.

1665.

AKERMAN, Stephen,—was appointed commander of the Sorlings on the 18th of November 1665. He continued in the command of this vessel for two years. In the month of July 1667, he fell in with two very large Dutch privateers*, one of them mounting forty guns, the other thirty-six. Notwithstanding the disparity of force, he not only very gallantly cleared himself from the enemy, but captured a very valuable prize that was in company, a merchant ship of two hundred tons burthen, belonging to Rotterdam. Captain Akerman may be truly said to have concluded the first Dutch war; for after having captured the two last ships that were made prize of, at least in the European seas, he was dispatched to the westward to give notice to all the vessels he should meet, of peace having been concluded. He had the misfortune, soon afterwards, to be wrecked: but, at a court-martial, held on board the Catherine yacht on the 18th of December

* In soundings. One of the privateers was whimsically called the *Stump-nose*.

following,

following, he was most honourably acquitted of all blame, the accident being solely attributed to the wilfulness, and ignorance of the pilot. He had, however, no other command* till the 1st of April 1678, when he was appointed commander of the *Barnardiston*. On the 15th of May 1680, he was removed to the *Assurance*; and the month of July following sailed for Tangier. On the 24th of September 1685, king James the Second, who had taken the management of the navy into his own hands, appointed him captain of the *Rupert*. On the 16th of April 1687, he was promoted to the *Greenwich*; and the 15th of September following to the *Dreadnought*. No further particulars are known relative to this gentleman.

ADEY, or ADY, Henry,—was descended from a respectable family in Gloucestershire. After having served as lieutenant of the *Montague* in 1661, and the *Phoenix* and *Antelope* in 1663, was appointed, after the action between the duke of York and the Dutch in the year 1665, to succeed captain Sanders as commander of the *John* and *Abigail*, and in the following year was promoted to the *Castle* frigate. In this ship, which mounted only thirty-eight guns, and from which much service could not be expected in a line of battle, he was, nevertheless, present at both the actions which took place during the year 1666. To have acquitted himself under such circumstances, without incurring censure, is in itself a sufficient eulogium. No further mention being made of him, it is probable he died soon afterwards, or retired from service.

ANDERSON, Robert.—Nothing further is known of this gentleman than that he is said, in the navy list, to have been lieutenant; and, in a short time afterwards, captain of the *Vanguard*; both in the year 1665. In the following year this ship was commanded by another gentleman.

AYLIFFE, Thomas,—after having commanded the *Yarmouth* in 1665, was not called again into service till the year 1671, when he was appointed lieutenant of the *Edgar*.

* Misfortune being, in those days, too frequently, perhaps, a reason for non-employment.

BALL, Naphali,—was made commander of the Bramble fireship in the year 1665, and towards the latter end of the same year was removed into the success, a fireship also. On the 9th of December he fell in with two Dutch privateers off the Dogger Bank, and after a very smart action, in which nine of the Dutchmen were killed, captured one of them, the other made her escape during the contest. He was afterwards tolerably successful in distressing the enemy's commerce, particularly in capturing a valuable prize, belonging to Amsterdam, in the month of January. The next information we meet with concerning him is, that he commanded the Roe ketch and Assurance in succession, during the year 1667. In 1672 he was made commander of the Richmond; and soon afterwards, in the course of the same year, of the Greenwich.

BARNES, John,—is to be remembered only as having commanded the Hopewell victualler in the year 1665.

BERRY, Sir John.—We are enabled to be more particular in our account of this very gallant and good officer, by means of some manuscript particulars and collections relative to him, made by his brother, Mr. Daniel Berry. We cannot but lament the unfrequency of the practice, which has deprived us of the opportunity, in so many instances, of doing more ample justice to the characters and reputations of brave men, whose memory, succeeding generations imperfectly honour, and inadequately lament, because they are not sufficiently acquainted with their respective merits. One objection only can be made to the propriety of constantly committing this guardianship of posthumous honour, like that of an infant, to its nearest relation. As the trust is, in the latter instance, sometimes betrayed through avaricious motives, so is it in the former too apt to be imperfectly, or injudiciously executed through those of natural partiality. The memoirs at present under our consideration afford a multitude of those interesting minutiae (pardon the expression) so pleasing to the lover of biography, which scarcely any person but a near relative could have furnished: they have too the additional recommendation of being generally free from that bias of consanguinity always expected on such occasions. One instance only we shall take the liberty to except to, as will

be

he presently remarked. Sir John Berry appears to have been the son of a Mr. Daniel Berry, a very worthy clergyman, whose attachment to the cause of royalty, and those principles both in church and state in which he had been bred, cost him, first his property, and soon afterwards, through the accumulated miseries of grief and want, his life also*. The fanatical plunderers, who overran the country, resolving not to suffer their *attachment to the cause* to be disgraced by compassion for a defenceless victim, took from him all his worldly property, even to the bed on which he lay. These were sold by public auction, and the produce, we may suppose, conscientiously divided among them. His books alone, of which he had a most choice and valuable collection, were preserved from this ignominy; but that they might, according to the true, and fixt principles of republican action, pervert, as much as possible, the original intention and use of every thing that became their prey, they bestowed this treasure of literature, how changed in its use! on a miserable puritanical preacher of their own, whom *they* had appointed to succeed this good and virtuous man, in his cure. The family of the Berries had been, for some centuries, of considerable note near Ilfracomb in the county of Devon, but, like many others, had been more distinguished for their virtues than their possessions. These, humble as they were, the misfortunes and unshaken integrity of the father completed the destruction of, so that Mr. John Berry, and his elder brother, Robert, had no other resource for their subsistence, than *going to sea*. Of the elder brother nothing further is related, than that he succeeded well in life; and if he failed to obtain the credit of being a wealthy man, he, at least, acquired that which was the greater honour of the two, of having been an honest one. His brother John bound himself apprentice to a Mr. Robert Mering, a merchant, of Plymouth, and going soon afterwards to sea in his employ, had the misfortune to be twice taken prisoner by the Spaniards, who used him rigorously, and kept him a long time in confinement. On his return to Europe he found his old master fallen into very indifferent circumstances, inasmuch that, having no

* About 1632.

farther occasion for his services, he released him from his indentures. Mr. Berry repaired immediately to London, where, through the interest and exertions of his friends, he was appointed boatswain of the Swallow ketch, commanded by captain Ensome. This happened in the year 1663: and sailing soon afterwards to the West Indies, the same degree of ill-fortune which had before attended him, appeared still to pursue him. The Swallow, being overtaken by a most violent storm in the Gulph of Florida, was obliged to cut away her masts, and throw all her provisions and stores overboard: having by this desperate, but unavoidable operation, escaped immediate destruction, the crew had nothing to subsist upon, for the space of sixteen weeks, but the fish they casually caught, and rain water. Having surmounted all these distresses, they at last arrived safe at Jamaica. Sir Thomas Muddiford, at that time governor, having received intelligence of a pirate who had just before committed great depredations in those seas, the Swallow was ordered to be immediately refitted, and to sail in search of him. Mr. Berry is said, on this occasion, to have been specially appointed a lieutenant, by sir Thomas, a very extraordinary and honourable instance of interference in the behalf of his brave countryman. We now come to that particular anecdote which, though we do not totally discredit, we believe to have been, in some degree, exaggerated. It is stated by Campbell, from the information of Mr. D. Berry, that on the Swallow's proceeding to sea, and captain Ensome's discovering the pirate to be of force considerably superior to himself, he rather hesitated to attack him, expressing himself in the following words: "*Gentlemen, the blades we are to attack are men at arms, old buccaners, and superior to us in number and in the force of their ship, and therefore I would have your opinion.*" Mr. Berry is reported to have immediately answered, "*Sir, we are men at arms too, and, which is more, honest men, and fight under the king's commission; and, if you have no stomach for fighting, be pleased to walk down into your cabin.*" Mr. Berry is said to have immediately taken upon himself the command, the crew having unanimously declared in his favour: and the particular circumstances relative to the action which immediately ensued, are thus related

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by Campbell, from Mr. D. Berry's manuscripts. "The pirate lay at anchor to windward; the Swallow was consequently obliged to make two trips ere she could close with her: in doing this she received two broadsides and two volleys of small shot, without making the smallest return. At length, having got close along-side and grappled her, Mr. Berry boarded her on the bow, after having poured in his broadside*, which killed the pirate *two-and-twenty men*! He then, supported by his comrades, fought his way to the mainmast, at which point of the action he called to the doctor (*the surgeon*) and his mate, to get overboard and hang by the rudder†, which they did. The pirate immediately afterwards surrendered, having only seven men left alive, and all those wounded!! and what is still more extraordinary, no person was killed on board the Swallow but the boatswain's mate!!" The objections to the literal authenticity of this account are very numerous‡. The circumstances reported as attending the action, are in the highest degree *wonderful*, if not improbable; and we can scarcely credit that an inferior officer, especially so young in the service, would have had, whatever might be his opinion, the temerity or imprudence, to have answered his commander in so disrespectful a manner. To this we may add, the good opinion which continued to be entertained of captain Enscombe by the lord high admiral, an opinion which would certainly have been shaken, and in all probability have prevented his further employment, had he been in any degree reprehensible, as he has been reported. His continuance, and even promotion in the service, together with his conduct at the moment of his unfortunate death, strongly militate against all idea of criminality on his part. Thus far has the mere wish of doing every justice to the memory of deceased

* Four guns.

† Probably in respect to their not being men at arms, but on the pirate's civil establishment.

‡ Let it not be supposed we have the smallest intention of sapping Sir John's character for intrepidity, by unwarrantably surmising any thing to his disadvantage. We are, notwithstanding our scepticism, very ready to admit he might, and did behave, with the most conspicuous gallantry on this occasion, though not precisely in the way just stated.

bravery,

bravery, compelled us in some measure to detract from those praises which we conscientiously think have been improperly bestowed on sir John ; but he will ever continue to wear those never-fading honours which remain fixed, far above the *malicious* doubt of the historian. On the 17th of September 1665, he was made commander of the Swallow ketch*, and was very soon afterwards removed into the Little Mary. While in the Swallow he was very successful in capturing several valuable prizes from the enemy, and still more so after he removed into the Mary, in which ship, it is reported, he took no fewer than thirty-two prizes in four months. In 1666 he was promoted to the Guinea, a fourth rate, by the joint commanders-in-chief, prince Rupert and the duke of Albemarle. In the following year he experienced a further promotion to the Coronation, a third rate of fifty-six guns, hired from the merchants. In this ship he was, almost immediately on his appointment, dispatched to the West Indies, where, our possessions were then much threatened by the joint squadrons of France and Holland. The force under sir John Berry consisted of ten ships of war and one fireship; that of the enemy of twenty ships of war, and ten or twelve fireships, transports, and tenders†. On the 19th of May the fleets met; and after
the

* At the time his old captain, Enscome, was removed into the Constant Warwick.

† The following account of the operations previous to the action was published by authority.

" Before the arrival of our ten English men of war at Barbadoes, the French had entertained a design of attacking Nevis with a body of 4000 men, which they intended to have drawn out of Martinico, Guadeloupe, and St. Christopher's, and 1500 Indians; but having by accident intercepted a sloop, sent by lieutenant-general Willoughby to the governor of Nevis, with intelligence that within ten days the ten ships should be sent him, together with all necessary supplies, the French, by a mistake, apprehending the ships were to arrive the next day, desisted from the further prosecution of their design. The ten ships arriving at Nevis, the commander-in-chief having taken order for the security of that island, sent away six of his ships to Guadeloupe, where they took and brought away with them eight French ships. By this time the French having received an additional strength from France, of six men of war, besides four Dutch men of war newly arrived from Surinam, they revived their old design of attempting

the action had continued for some hours, with the greatest fury on both sides, the English, by a skilful manœuvre, weathered the enemy. The action was now renewed, if possible, with greater obstinacy than before, till in the end the enemy were obliged to take shelter under the town of Basse Terre *, having had an almost incredible number of their men killed and wounded, and their ships miserably torn and disabled. In this long contest the English are said to have had no more than twenty-four men killed and twenty-eight wounded, and only one ship, not indeed belonging to the squadron, but a merchant vessel of Bristol, who, endeavouring to assist in the action, took fire from the flash of her own guns, and was blown up. In her, most of the seamen, and thirty soldiers, who were put on board as a reinforcement to her crew, unfortunately perished. But this melancholy accident is by no means to be taken as diminishing the lustre of this action, which has been extravagantly magnified by some, as well in respect to the loss sustained by the enemy †, as to other circum-

Nevis, and fitted up a fleet of thirty-two sail, whereof twenty were ships of considerable force; of which the English commander at Nevis being advertised, he prudently resolved, with the addition of some men drawn out of the island, which he put on board his ships, to engage them, as he accordingly did, with that success, that after a sharp dispute he chased them home to St. Christopher's; which done he returned again to Nevis; and having received a recruit of six hundred fresh men, sent him by lieutenant-general Willoughby, he formed the resolution of finding out the enemy and engaging them in their own harbours: but they having intelligence of his design, consulted their own safety, and prevented him by getting away—N. B. to Martinico."—Gazette, No. 184.

* St. Christopher's, then in the enemy's possession.

† Campbell relates, "that as commodore Berry sailed round the point of the island of Nevis, one of his best ships blew up, which striking his men with astonishment, he is reported to have said, *'Now you have seen an English ship blow up, let us try if we cannot blow up Frenchmen; there they are, and if we do not beat them they will beat us.'*" And further, after having driven the enemy under St. Christopher's that he sent in a fireship and burnt the French admiral. On this occasion he exultingly exclaimed, *"I told you in the morning, that we should burn a Frenchman before night; to-morrow we will try what we can do with the rest."* But, while he was refitting his ships, the enemy wisely stole away, the French to Martinico, the Dutch to Virginia." There is a note inserted in Campbell's Memoirs of him, containing an extract

circumstances relative to it. The account we have just given of it we conscientiously believe to be correct. Sir John Harman arriving in the West Indies on the eighth of June following, took upon him the command; and when he sailed from Nevis in search of the French squadron, left commodore Berry behind to protect our islands from any desultory attack that might be attempted by the enemy from any unexpected quarter. Captain Berry returned to Europe in the autumn. In the year 1668 he was appointed captain of the *Pearle*, and sent to the Straights in the month of June 1669, under the command of sir Thomas Allen, who was dispatched thither, with a powerful fleet, for the purpose of overawing, and reducing the Algerines to reason. On the 7th of September, being on a cruise off cape Tenes, in company with the *Portland*, and *Nonfuch*, they fell in with a large Algerine frigate, which the *Pearl* immediately engaged, the *Portland* and *Nonfuch* keeping their wind for the purpose of intercepting her, if she should attempt to escape by the same manœuvre. The contest was long and obstinate; during which the *Pearl* had only two men wounded, notwithstanding she had taken the lee gage in order to prevent the corsair's escape. At length the *Nonfuch* and *Portland* bore down to her assistance, perceiving the Algerine had received so much damage as prevented her from laying close to the wind, if she should attempt it. The contest was now brought to a very speedy issue, by forcing on shore and burning their antagonist, which was called the Gilt Lime-tree, and mounted thirty-six guns. Captain Berry had afterwards considerable success in taking and retaking several vessels of inferior consequence to the foregoing. In 1670 he was promoted to the *Nonfuch*; and still continuing in the Mediterranean, diligently performed every thing that could be expected from an active

tract from the Philosophical Transactions, relative to a tornado which took place on the 19th of August, and which captain Berry, by attending to the advice given him by a captain Layford, happily escaped the ill effects of. Campbell infers, the action above alluded to took place about that time; but the fact really is, it happened three months before. Captain B. is, in the *Philos. Transf.* filed for John, but he did not receive the honour of knighthood till five years afterwards.

See Lowthorp's Abridg. *Philos. Transf.* Vol. II. p. 106.

and attentive officer, in a service, where a truce being concluded with the corsairs, nothing farther was expected, than preventing them, by a careful protection of our commerce, from committing any depredation on it. In 1671 he removed into the *Dover*, and returned to England. On the prospect of a Dutch war, in 1672, he was appointed to the *Gloucester*, but was quickly removed into the *Resolution*, as we find him commanding her, with a reputation every way consonant to her name, at the battle of Solebay, insomuch that he received, on this occasion, the honour of knighthood, with the following compliment from king Charles the Second. "As our thoughts have been now upon honour, we will hereafter think of profit; for I would not have so brave a man a poor knight." Campbell reports, "that in this battle, captain Berry observing his royal highness the duke of York very hard pressed, left his station and came in to his relief, where the service proved so hot, that in less than two hours he had no fewer than one hundred-and-twenty men killed, as many more wounded, and his ship scarcely able to float: upon this he was towed out of the line, stopped his leaks, and fell into his station again in an hour." These particulars we are much inclined to credit, in consequence of the high estimation in which he was ever afterwards held by the duke of York. Although these very honourable circumstances of valour do not appear in the account of the action published by authority, which simply states that "*his royal highness continued on his way, attended by the Phoenix a-head and the Fairfax and Victory a-stern, till afterwards, captain Berry in the Resolution, and sir F. Holles in the Cambridge, came also a-head, but were both very soon disabled.*" On the 10th of March 1672-3, he captured, about 80 leagues to the westward of Scilly, a very large Dutch privateer, of thirty guns. In the action which took place on the 28th of May following, between prince Rupert and De Ruyter, he particularly signalized himself. His ship, together with the *Cambridge*, commanded by captain Herbert, afterwards earl of Torrington, being so much disabled, that they were sent into port by the prince, though at that time his force was inferior to that of the enemy. On the 9th of March 1674-5, he was appointed, by king Charles, to command the *Swallow*; and, on the

28th of April following removed into the Bristol. He sailed soon afterwards for the Streights, as we find him driven into Genoa, together with two ships under his convoy, in a violent gale of wind, on the 11th of December following. Returning from thence, he was sent, in the month of January 1676-7, with a few frigates, and a small body of land forces, to Virginia, which colony the Indians had, a little time before, given considerable disturbance to. But these commotions had, in a great measure, subsided, before sir John arrived. On the 7th of January 1677-8, he was appointed to command the Dreadnought, and sent to Tangier as convoy to a reinforcement of troops, in the month of April 1679. He sailed from Kinsale, with five ships under his command, on the 23d of May, and arrived in the Downs, on his return from the Streights, with a fleet of merchant-ships under his convoy, on the 14th of August following. On the 27th of January 1679-80, he was appointed to the Leopard, and again sailed for the Streights in the month of March ensuing. He continued in the Mediterranean for a considerable time, for in the month of October, we find him convoying some merchant-ships from Smyrna to Malaga. The precise time of his return is not known, nor have we any thing further to communicate relative to him till the 8th of April 1682, when he was appointed commander of the Gloucester, the ship which, in the month following, was appointed to attend the duke of York, who had resolved to go to Leith by sea. Sir John Berry was the commodore of this small squadron, consisting of four or five frigates; an appointment scarcely worth notice, but on account of the fatal accident which befel that ship on her passage, and which has been very unjustly made the ground of much obloquy thrown on sir John, by authors*, and historians of that description, who appear to delight most in aggravating misfortune and enhancing distress, by the propogation of calumny. In refutation of which, as well as in justice to sir John, we have subjoined a full account of this unfor-

* Burnet and others.

fortunate accident, as published by authority*, together with that given of it by the good and learned bishop, *utrum horum*

* The ship beat along the sand, not sitting fast; while our rother held we bore away well, and upon every lift of the sea went off; at last a terrible blow struck off the rother, and, as was believed, struck out a plank nigh the post, as the ship made eight feet water in an instant: upon which sir John Berry humbly desired his royal highness to have his barge hoisted out, to preserve his royal person, which his highness was unwilling to consent to, hoping, as sir John did, the ship might be saved; but the water encreasing (although we employed all our pumps and materials for bailing) and no manner of hope being left, sir John did again, with all manner of earnestness, request his royal highness to go off in his boats to the yachts; to which his royal highness consenting, the barge was hoisted out, and his royal highness took as many persons of quality with him in the boat as *she could carry*, the government of the ship being now lost, and every one crying out for help. Yet, amidst all this disorder and confusion, the great duty and concern which the poor seamen had for his royal highness's preservation, was most remarkable; *for when the barge was hoisted out and lowered down into the water, not one man so much as offered to run into her, but in this their trouble and dying condition, did thank God his royal highness was preserved. His royal highness being gone into the Mary yacht, ordered all the yachts to anchor, and TO SEND OFF THEIR BOATS,* in the mean time the Gloucester still beat on the sand, the water encreasing as high as the gun deck: however the lifting of the sea forced her off the sand, and she went into fifteen fathom water before we could let go our anchor, which proved the loss of many poor mens lives, the water encreasing so fast, that it was three feet above the gun-deck before we endeavoured to save ourselves. She sunk so fast, that before the boats could take out the men, although *there was great diligence used*, the ship was under water, and several men perished with her, sir John Berry hardly escaping, by a rope over the stern, into captain Wyborn's boat. ALL the persons of quality are saved, except the earl of Roxburgh, the lord O'Brien, the laird Hopton, sir Joseph Douglass, and Mr. Hide, who with several of the duke's servants, and one hundred and thirty seamen, are lost." — The account given by Burnet is, that "The duke got into a boat, and took care of his dogs, and some unknown persons who were taken, from that earnest care of his, to be his priests. *The long boat went off with very few in her, though she might have carried eighty more than she did. One hundred and fifty persons perished, some of them men of great quality.*" When we consider the complexion of the good bishop's politics, and retain in our minds, that the account first given was published by the authority of government, which certainly would have been very cautious in stating any thing, so near home, in which it was likely to undergo the disgrace of being contradicted, we shall not long hesitate which of the two we are to pay the greatest credit to. From the same accounts, we also see the story of sir John relative to his having stood

horum moris, accipe, for the historian and the *Gazetteer* are by no means in the same story. It not being possible for the most inveterate malice to impute any share of blame, in the loss of this ship, to sir John, he was, on the 15th of June in the same year, appointed commander of the *Henrietta*, and sailed from the Downs, on the 3d of September following, for Tangier, with a convoy, and arrived from thence on the 18th of November. He sailed again for Tangier early in the ensuing spring, and arrived in the Downs, in his return, on the 5th of June following. On the 23d of August he sailed from Plymouth as second in command of the fleet sent out, under the command of lord Dartmouth, to dismantle the city of Tangier, which was at length found, by king Charles, not worth the expence of defending any longer, against the reiterated attacks of the Moors. The demolition of the works being specially entrusted to the earl of Dartmouth, the temporary command of the fleet, and, consequently, that of embarking the inhabitants and their effects, devolved upon sir John. He acquitted himself in this troublesome service, with so much attention to the people, and satisfaction to the king, that he is said to have been made a commissioner of the navy immediately on his return, which happened in the month of April 1684. Soon after the accession of king James, sir John was one of the persons chosen, by that monarch, as additional commissioner, on whose "*skill and vigilance*," as Campbell expresses it, he could depend for the radical reform of those numerous abuses that had found their way into the management of the navy during the preceding reign. He was also, on the 30th of June, again appointed to command the *Henrietta*. The high service rendered by the new commissioner is apparent from the excellent state to which the royal navy was raised at the time of the revolution. On the first rumour of the invasion, sir John Berry was appointed, on the 24th of September 1680, to serve as rear-admiral of the fleet; and on the 13th of

in the stern of the boat, with his sword drawn, to prevent the men from crowding in, and which is admitted by Campbell, is equally unfounded. Campbell appears also to be misinformed in saying three hundred persons perished with the ship.

October following, was promoted to be vice-admiral of the same fleet, under the lord Dartmouth. He hoisted his flag on board the Elizabeth, a third rate. He had been previously much consulted by the king, during the time sir Roger Strickland held the command; and the advice given by him, shewed at once the solidity of his judgment, and his honest attachment to his *reigning* Sovereign. After the landing of king William, and the retirement of the lord Dartmouth, the chief command of the fleet devolved upon him. This he continued to hold, till the severity of the season rendered the dispersion of the fleet, to the several dock-yards, necessary, in order to equip for the approaching war with France, which was now, by common opinion, deemed inevitable. We behold in the conduct of sir John Berry, on this occasion, the genuine character of a patriot, and a man of honour. On one hand, he deserted not the cause of the sovereign who had raised him to the elevated rank he then bore; and on the other, he suffered not the gratitude due to a patron to gloss over the political crimes of the delinquent monarch, or induce him to forget his first duty to the country which gave him birth. Faithful to his trust, while he who bestowed it remained faithful to himself, he was ever ready to assist him with his best advice, and promote his interest by his personal service. When at last, that personage, obstinate in error, who, as a man, he certainly loved, would not be reclaimed by advice, warned by example, or deterred by impending danger; he then left him to those future miseries his conduct had brought upon him, and quitted the service of the sovereign whose measures he disapproved, but whom, he had too much virtue to betray. His known integrity, his spotless character, and, perhaps, above all, his recent fair, and prudent behaviour in the critical hour of political ferment, procured him the immediate favour of king William, who was himself too much a man of honour, not to admire the steady virtue even of a declared foe. He is said to have continued him in the appointment of *commissioner of the navy*, which he had held in the preceding reign: of this piece of private history we entertain some doubts; but we find him, immediately after the revolution, *comptroller of the victualling accounts*. His known experience, prudence, and integrity, procured

procured him the honour of being very frequently consulted by his new sovereign. Once in particular, as Campbell reports, the king was engaged with him in so close and earnest a conversation, that it took up the whole night; and sir John was not dismissed the royal closet till it was pretty far advanced in the morning. These marks of royal attention might be very flattering to him as a man, but they were not productive of any thing further than mere honour; those appointments* he had enjoyed in the beginning of the reign, he continued to retain, without experiencing any further promotion, or being again called into the line of active service. His death, which happened on the 14th of February 1691, is said to have been attended by many mysterious circumstances which have never yet been developed. He had been ordered to Portsmouth early in the month of February, to pay off some ships there; and while on board one of them, was suddenly taken ill. Being carried on shore, it was reported he had died of a fever: but the physicians and surgeons, who were present at opening the body, declared he did not die a natural death, but had been taken off by poison; by whom, or for what reason, is not known. This is the account given by Campbell of his death. But when we consider the high estimation in which he was universally held by all ranks of people, as well as the inoffensiveness and complacency of his manners both in his public occupations and his private life, we are led to hope, for the honour of mankind, the opinion given by the physicians was ill founded, and that the appearances, on opening the body, were produced by the violent effects of an highly inflammatory natural disorder, instead of the fatal consequences of an artificial one, most wickedly raised. His corpse was, according to his own direction, removed to London, and decently interred in the chancel of Stepney church, where a monument has since been erected to his memory. Thus perished all that was mortal of the great, the gallant, the good, sir John Berry, a man, than whom few had experienced greater adversity, or had done more to court and merit the smiles of fortune. Though

* Comptroller of the victualling accounts, captain of an independent company, and governor of Deal castle.

possessed not of wealth, the general creator of friends and interest, his conduct procured them both to him, unsolicited, but not undeserved. Destitute of that education generally deemed necessary to the formation of what is called a finished gentleman, he wonderfully blended the natural roughness of his profession with the address of a personage of the highest rank; till mankind was at a loss which most to admire, the truly polite seaman, or the honest and sincere courtier. We cannot conclude our observations on this worthy character without remarking, as a strengthening, and, indeed, convincing proof of the propriety of our commendations, that, great must have been the merit of the man, who could, without fortune, family, or personal connexions, not only force his way through a profession requiring the greatest mental exertions, but was also honoured with the familiar intimacy of three sovereigns, each differing from the other as widely as human nature can diverge, in temper, principles, and political pursuits.—The lady of sir John Berry is said to have survived him many years. He left no issue by her; nor is it believed he ever had any.—Over his bust in alabaster, an appendage to his monument, in Stepney church, are the arms of his family. “In a field, gules, three bars, Or.” Underneath is the following inscription.—“*Ne id nescias, lector, D. Johannes Berry, Devonienſis, dignitate equeſtri clarus, mari tantum non imperator, de rege et patria (quod et barbari norunt) bene meritus, magnam ob res fortiter geſtas adeptus gloriam ſamæ ſatur, poſt multas reportatas victorias cum ab aliis vinci non potuit, fatiſceſſit 14mo. Feb. 1691. Baptizatus 7mo. Jan. 1635.*”

BEST, John,—commanded the *Marmaduke* in 1665.

BLACKMAN, Thomas,—was, at the ſame time, appointed captain of the *Little Victory*.

BLAKE, James,—in the ſame year alſo, was made command. r of the *Conſtant John* fireſhip.

BOND, Giles,—commanded the *William* and *Thomas* in 1665, the *Spy* ſloop in 1669, and the *Green Helmet* in 1673.

CAPEL, Bartholomew,—was appointed to command the *Maers* prize, in 1665.

CARLSTAKE,

CARLSTAKE, Martin,—was, in 1665, appointed a captain, first to the *Charles the Fifth*, and during the same year to the *Montague*, and *Vanguard*, successively. In 1669 he was made commander of the *Golden Hand*; after which no farther mention is made of him.

CARTERET, James,—served as lieutenant of the *Royal Prince* in the year 1665; and, probably as a reward for his having eminently distinguished himself in the action between the English and Dutch fleets, under the command of the duke of York, and Opdam, was, in the same year, appointed commander of the *Oxford*. In 1666 he was, for a short time, captain of the *Jersey* of fifty guns. In 1668 he commanded the *Forelight*.

CEELEY, SEALE, or SEELEY, William,—is another of the very few persons, whose choice of a naval life is to be regretted by those who consider the conduct of an officer as the standard of honour. He was, in the year 1665, appointed commander of the *Spread Eagle* fireship; in the following year he was removed into the *Samuel*, a fireship also; and very soon afterwards into the *Malaga Merchant*. Fain would we draw a curtain over the remainder of his life, but that historical justice forbids us. On the 5th of February 1666-7, being in company with the *Saint Patrick* frigate, they fell in with two Dutch men of war off the North Foreland. The *Saint Patrick*, deserted by the *Malaga Merchant*, was captured, notwithstanding every possible exertion was made to preserve her, by captain Sanders, who was killed in defending her. An offence of such a complexion could not be expected to be passed over unnoticed, or unpunished. By a court-martial, held on board the *Warspight* on the 27th of the same month, he was condemned to be shot: this sentence was carried into execution on the 5th of March, and, at his own particular request, on board the ship he had commanded. His firm behaviour at the last moment of his life, ill-agreed with what it had been at the fatal hour which brought him to so ignominious an end. It proved, that courage is almost undefineable; that the man whose spirit was unequal to the task of supporting him against the honourable risk only, in the service of his country, could, at another time, bear himself with decency and propriety, when the justice of that country confined him